Every American ship and every foreign ship—every ship in the world is so designed that in case there is an oil spillage or leakage in any ship it goes overboard. Equipment on the ships are so designed—we'll take heat transfer agents, lube oil coolers, they are so designed that if the tube ruptures or breaks and there is a leakage, there is oil leaking into the water and not water leaking into the oil. All of the overflows, all of the spill valves in the ship are on the outboard side of the ship. So if there is any spillage it goes into the water and not in the ship. So a big problem could be overcome in ship design. Every tank on a ship, and you take an average freight ship runs 25 to 50 fuel tanks—not because a ship needs this many fuel tanks—it is because they take the unaccessible, unusable space in small inaccessible and cut up areas and make this the fuel tanks. Each one of these fuel tanks has an independent overflow. Everyone of these fuel tanks should come to the common overflow and the common overflow should go into the spill tank. Instead of spilling into oceans and waters, it could go into the tank.

Mr. McCarthy. Could existing ships be modified to take care of the two things you said?

Mr. Calhoon. Yes, existing ships could be modified. Every ship is designed that oil tanks are next or adjacent to the water and this doesn't necessarily have to be so.

Mr. McCarthy. Would you repeat that?

Mr. Calhoon. Every ship is designed so that there are oil tanks adjacent to the skin of the ship next to the water. So if there is any rupture in the skin of the ship you get contamination and pollution. This does not necessarily have to be so. The fresh water tanks, the drinking water on the ships by law is prohibited from being in contact with the skin of the ship, but there is no such law on the oil tanks. As I said before, they are just utilizing the unusable space in the dry cargo ships for the oil capacity.

INSPECTION

Mr. McCarthy. Mr. Haddock talked about inspection. You say when they were steam vessels they were inspected and they are not inspected at all now.

Mr. Haddock. Basically this is true of our inland watercraft. These are the craft operating on the rivers and inland waterways referring to the Mississippi, the Ohio, the Arkansas, Columbia, all of these rivers. The equipment has changed from steam to diesel primarily and they are not subject to Coast Guard inspection. We have been trying for the past 20 years to get this done and we just don't get it done.

Mr. McCarthy. I am inclined to agree with the gentleman from Nebraska. We really do not want to hang the seamen from the yardarm when the ships are really built to let the oil flow into the water because the tanks next to the skin are constructed in such a way that any overflow goes into the water rather than into a spill area as Mr. Calhoon says.

Mr. Denney. Will the gentleman yield? I also am concerned, Mr. McCarthy, that here we are considering criminal acts and criminal penalties in the Public Works Subcommittee on Rivers and Harbors and I do not think we have jurisdiction to do that. I think any criminal action and criminal penalties should go through the Judiciary