

Committee. We are going to get into real trouble with this kind of legislation. We are just conglomerating up everything the other body sent over. I think we should get very careful consideration to setting up criminal conduct and penalties when we are trying to set up ways and means to stop water pollution.

Mr. McCARTHY. Yes, I think you have a point there. But this committee has the jurisdiction and the power to enact legislation that will abate pollution, and we pass laws that require shore installations—steel plants, paper plants, and all the rest to have adequate pollution abatement equipment. But, as has been just brought out here by Mr. Haddock and Mr. Calhoon, there is nothing which requires that these ships be designed and constructed and operated in such a way as to abate pollution.

It is just the opposite. I think the way they are made and have been made for years the whole idea is to, well if you get too much oil let it go into the water, and here we are proposing to hang the seamen when we are not doing what I think we should go to the source and do something to require that these ships be built and operated in such a way that the oil does not flow into the water.

Mr. HADDOCK. Exactly, Mr. Chairman. I want to thank also Congressman Denney for calling attention to the fact that the bill introduced by the distinguished chairman of the committee, Mr. George Fallon, of Maryland, does not contain these onerous provisions in it which come from the Senate. We are grateful for that and we hope that the action of the committee will be on that bill by substitution at least.

SEAMAN POWERLESS

Just to emphasize what Mr. Calhoon said about the design of these ships, many of these ships that are in operation today are steel-riveted ships, and a rivet on any ship—with a ship 10 years old you are going to have leakage around a rivet I don't care who designs it. And wherever there is a rivet that enters one of these tanks you are going to have seepage around that rivet. Well now, there is literally nothing an officer or crew member can do about these things. If a plate gets a crack in it, here again there is literally nothing a member of the crew or an officer can do about this other than report it to the company. Unfortunately, there are too many instances where the officers of a ship make requisitions for repairs to a ship which are not carried out. And this is another area that is very ticklish with respect to the officers and seamen on the ship. We have a lot of problems over that.

Mr. DENNEY. Mr. Haddock, my interest in this being from Nebraska—I am not a navy man from Nebraska, you see—but I did travel all over the South Pacific as a marine during World War II and I know what you are speaking about is true because I have seen this happen.

Mr. McCARTHY. Mr. Haddock, it appears from what you just said that some of these ships are literally oozing oil while they are plying the trade routes.

Mr. HADDOCK. Yes, some of them are.

Mr. McCARTHY. And here we have a bill passed by the other body that would make a seaman literally lose his license and even go to jail for something that he could not control.