

read the whole statement? We are hopeful of finishing all the witnesses including you. We could have your full statement appear in the record at this point and avoid any repetition or duplication of what has already been amply covered. Would you, in your own judgment, call attention to the areas of particular importance you want to bring up, or would you prefer to read the whole statement?

Captain WILCOX. Thank you, Mr. Chairman. The first part of the statement I think gives background information and it is not necessary to read it here. But it may be of interest to the committee members to learn how we are handling oil pollution in Baltimore.

OIL POLLUTION HANDLING IN BALTIMORE HARBOR

Mr. BLATNIK. Yes, that we would like to learn.

Captain WILCOX. I will start at the bottom of page 1.

The authority is actively engaged in removing debris and oil pollution from Baltimore Harbor. We are trying to keep that harbor as clean as possible, and through the foresight of my predecessor, Captain Kabernagel, coupled with the approval and backing of the commissioners and executive director of the Maryland Port Authority, we now have modern facilities and equipment for efficiently removing oil and floating debris from the harbor waters.

As part of the system, we have a specially designed oil skimmer which was acquired late in 1962 at a cost of over \$80,000 [exhibiting photograph]. This vessel has proven most effective in oil removal. However, it will not handle gasoline, kerosene, or diesel oil; nor can it be used in seas higher than 2 feet. We also own and operate a \$25,000 debris recovery vessel equipped with a hydraulic front-end loader for removing solid floating debris [exhibiting photograph]. By strewing straw or sawdust on the oil, this boat can also be used in oil recovery operations in calm water. These two units along with companion retaining booms, small craft, trucks, and trained personnel, coupled with the debris-removal boat owned by the Corps of Engineers, give Baltimore a harbor cleanup capability equal to any in the United States.

It must be clearly understood that the oil removal facilities in Baltimore were designed for the work in this harbor. Here they have been most satisfactory. However, our facilities cannot be effectively used in the open waters of Chesapeake Bay except in ideal weather conditions, and I would not think of using them in an open sea operation.

During the past 5 years personnel from my department investigated 41 oil spills; 26 of these were caused by shore installations and 15 were caused by vessels. Of the 41 investigated spills, our oil skimmer was activated and was successful in removing the oil pollution in 19 cases. In the 22 cases where the skimmer was not activated, it was because the spill did not warrant the deployment of our forces, or it was so situated that it could not be attacked by our floating equipment, or it was gasoline or kerosene.

Out of the 19 instances where the oil recovery barge was activated, we were able to determine the identity of the vessel or shore installation which caused the spill in 11 cases. The owner or operator of the vessel or shore installation was then billed for our cleanup services, and in no case did he refuse to pay. We charge \$100 an hour for this service. Between 1963 and 1968 we have collected a total of \$11,742.