

Mr. Chairman.

Mr. BLATNIK. I was going to say, Captain, it is a very fine and good statement. I would be interested in seeing the operation of your clean-up machinery. May I ask one question?

DISPOSAL OF OIL AND REFUSE

What do you do with the oil, sawdust, straw, and soaken oil and all this gooey debris that you collect in the harbor? How do you dispose of it?

Captain WILCOX. We have a cargo tank in our skimmer. It has a rather small capacity, but it has a capability of discharging the oil from the cargo tank. In other words, if we had a situation where we had a spillage exceeding the capacity of this cargo tank, all we would need was another tank barge to discharge into. We have had a problem of disposing of oil that we collect and we are working on that. It used to be that people would pay to take the oil and now we have to pay to get somebody to take the oil off our hands. The port retriever here has a front-end loader on it (exhibiting photograph). We have a system of little scows and we can dump any debris right into the little scows that are towed into position. The scows are then towed into a pier and they have a crane truck that lifts the scows onto the bed of the truck and converts the truck into a dump truck and the debris is taken to the city dump and dumped and the truck comes back and the process is repeated.

Mr. BLATNIK. Is it burned in the dump?

Captain WILCOX. It is a city dump and I believe it is.

Mr. BLATNIK. I agree with you it is a real problem.

Mr. Schwengel.

Mr. SCHWENGEL. Would it not be possible to refine the oil?

Captain WILCOX. Yes, it could be. In a gross spill you will be able to recover quite a bit of the oil, but we have, you might say, small spills and I would think it would be rather costly. All we are interested in is getting that oil off our hands at no cost to the Port Authority if we can do so. Now the company that uses it, I think they just burn it. I don't believe they refine it. Incidentally, from say 100 gallons of liquid we have picked up 95 gallons of oil to 5 gallons of water.

Mr. SCHWENGEL. Well I think that is a very excellent operation, an experience many more people could benefit from.

Mr. McCARTHY. Thank you very much, Captain, for your very valuable contribution.

Our next witness is Vice Adm. James A. Hirschfield, U.S. Coast Guard (retired), president of Lake Carrier's Association, accompanied by Alexander B. Hawes, American Waterways Operators, Inc.

VESSEL POLLUTION CONTROL

STATEMENT OF VICE ADM. JAMES A. HIRSHFIELD, U.S. COAST GUARD (RETIRED), PRESIDENT, LAKE CARRIERS ASSOCIATION, ACCOMPANIED BY SCOTT HAWES, AMERICAN WATERWAYS OPERATORS, INC.

Mr. BLATNIK. Admiral Hirshfield is a good friend of the committee of many years in the Coast Guard and has an outstanding place in the