

Admiral HIRSCHFIELD. Mr. Chairman, I think if the quality standards are set and then the equipment design to meet it, all the Department of the Interior or the water pollution people would have to do in my view would be simply to meet these standards and the certification of the equipment as capable of doing that, and as for fitting aboard a ship in a good manner would be up to the Department of Transportation.

Mr. BLATNIK. Yes. So the standards would still be set by the respective States and the Water Pollution Control agency in the Interior and Department of Transportation would simply see to the design of the ship and the pollution control would be of the efficiency to comply with the standards set by the agency. You have a very good point there.

Admiral HIRSCHFIELD. My only point is, Mr. Chairman, it would be the hope that the standards set by the Water Pollution Control Administration would be a single standard; that once this equipment were approved, would meet anywhere.

Mr. BLATNIK. Mr. Schwengel.

Mr. SCHWENGEL. Mr. Chairman, I would also join the chairman in saying you made a very good statement today and I followed it very closely. I note the document attached has not yet been introduced.

Admiral HIRSCHFIELD. No, sir.

Mr. SCHWENGEL. Have you worked this out with others recognizing this problem or is this entirely the recommendation of the Coast Guard?

Admiral HIRSCHFIELD. Mr. Schwengel, this is a thing that was worked out by our people. This does not apply to small boats—only to commercial vessels, and quite frankly only insofar as Great Lakes vessels are concerned.

Mr. SCHWENGEL. Just Great Lakes vessels. Thank you.

Mr. BLATNIK. Thank you very much, Admiral.

The next witness is Mr. Jerry D. Maxa, sales manager, Koehler-Dayton, Inc., Dayton, Ohio.

You may proceed, Mr. Maxa.

#### VESSEL POLLUTION CONTROL

#### STATEMENT OF J. D. MAXA, GENERAL SALES MANAGER, KOEHLER-DAYTON, INC., ACCOMPANIED BY WILLIAM SMYERS, CHIEF RESEARCH ENGINEER, NEW BRITAIN MACHINE CO.

Mr. MAXA. Mr. Chairman, I have a prepared statement which has been submitted to the clerk.

Mr. BLATNIK. Please give your names to the reporter.

Mr. MAXA. Mr. Chairman and members of the committee, my name is Jerry Maxa, general sales manager of Koehler-Dayton, Inc., of Dayton, Ohio. Koehler-Dayton is a subsidiary of the New Britain Machine Co. of New Britain, Conn. With me is Mr. William Smyers, chief research engineer of New Britain Machine Co.

We appreciate the opportunity to address this committee and sincerely hope that you will consider our statement interesting and meaningful. We are here to address ourselves to the subject of water pollution from watercraft.