

rather than at the extreme limit of what we believe aquatic life can tolerate. Let the error in setting standards, if any, be on the safe side. "This is a reasonable requirement," he said, "to protect our resources and aquatic life in the face of incomplete knowledge."

This is standard engineering practice in designing any structure—a very generous safety factor is built into it. We don't think we can afford any less care in manipulating very sensitive aquatic environments.

In summary, Mr. Chairman, we strongly support the objectives and purposes of legislation before you as represented in H.R. 15907, S. 2760, H.R. 15906, H.R. 14000, H.R. 13923.

We appreciate the privilege of presenting our views.

VESSEL POLLUTION CONTROL

Mr. McCARTHY (presiding). Thank you very much, Mr. Penfold. The next witness, Dr. Smith?

Dr. SMITH. Mr. Gutermuth.

Mr. GUTERMUTH. Mr. Chairman, I am vice president of the Wildlife Management Institute, which is one of the older national conservation organizations in this country.

It is a pleasure for me to join with the representatives of these other national conservation organizations in this discussion of the problems and opportunities in water pollution abatement. The many proposals before the committee are an indication of the national importance that is attached to this subject.

Water is one of the most fundamental of our Nation's resources; it touches on every facet of society. Its substantial role in guiding the settlement and development of this country continues today, but that role is being altered significantly by the constant expansion of population, the unprecedented demands for water for all kinds of consumptive and nonconsumptive purposes, and the awesome outpouring of municipal, agricultural, industrial, and other wastes.

I will confine my remarks, Mr. Chairman, to the general subject of the pollution of water from ships and other watercraft.

In discussing the invitation to appear before the committee as a panel, the conservation groups decided that they could be of most assistance by discussing specific areas of concern rather than by attempting to cover each of the many bills in detail. This procedure held the most promise of avoiding repetition and focusing attention on the major issues. For this reason, the Institute's remarks will center on pollution from watercraft. I am sure the committee realizes that the Institute supports and endorses the comments of the other conservation organizations represented here.

As I observed earlier, water had a major role in influencing the pattern of settlement and development of this country. The ports, bays, harbors, and channels which experience a heavy vessel traffic usually are located in areas having concentrations of people, industry, and commerce. Additionally, water is the focal point of much outdoor recreation, and these same areas near concentrations of people are used for sailing and other recreational boating, including the use of boats for fishing, as well as for swimming and other water sports.

It makes little sense to conservationists for municipalities and industries along these waters to be required to treat their wastes when, at the same time, there is no corresponding requirement that vessels refrain from discharging ballast, bilge, and wash waters, or sewage,