

oils, litter, and other pollutants into the same waters. The goal of pollution abatement programs is to abate pollution so as to effectively reduce the volume of pollutants entering natural waters. The continued discharge of pollutants and other wastes from watercraft only complicates an already complicated pollution abatement problem in navigable waters.

The situation is further intensified by the mobile nature of the vessels that are discharging the pollutants and by the great diversity of materials that are involved. The vessels move into areas that already have critical pollution problems and can greatly aggravate conditions there. In a similar way, large fleets of recreational boats may congregate in a sheltered bay or cove, with the effect that a tremendous burden of pollution suddenly is added to the water. These problems are real, and they are mounting every day as the number of commercial and recreational watercraft increases, as commercial tankers of greater hauling capacity are launched, and as their cargoes become more diverse.

Catastrophes with tankers in recent months are indications of some of the things that can happen. But it should be kept in mind that the wastes already being discharged from commercial and recreational watercraft are of substantial volume, and while the results of this recurring discharge are not as dramatic or singular as the *Torrey Canyon* wreck, for example, without doubt they are annually destroying water-related resources and values of infinitely greater magnitude and over a much broader area.

I will not attempt to summarize the sizable records of problems and contradictions that have been compiled. Pollution emanating from vessels in the navigable waters in the United States already is seriously contaminating the environment. The problems are both local and regional in cause and effect, and all available evidence points to their intensification in the absence of corrective action.

Certainly, the demonstrated destruction of environmental values, including the hazards that are presented to public health and welfare, leaves no question but that this is a problem of large magnitude. It arises from several sources, among them the lack of uniform guidelines and requirements, the absence of consistent and vigorous enforcement, the unavailability of a continuing surveillance and monitoring network, inadequate information on which to base programs, and for many other reasons.

Conservationists sincerely hope that the committee will recommend appropriate action to counteract this serious source of waterborne pollution in the legislation reported. It presently constitutes one of the largest, single sources of pollution in the navigable waters of the United States. It is time that steps are taken to prevent it from going untended any longer.

(Prepared statement of C. R. Gutermuth follows:)

STATEMENT OF C. R. GUTERMUTH, WILDLIFE MANAGEMENT INSTITUTE

VESSEL POLLUTION CONTROL

Mr. Chairman, I am C. R. Gutermuth, vice president of the Wildlife Management Institute. The Institute is one of the older national conservation organizations. Its program has been devoted to the restoration and improved management of natural resources in the public interest since 1911.