

Their contention was that in most cases the seamen and the masters of these vessels, it was just beyond their control. Many of these ships are not ships, but skins, that they are constructed in such a fashion, for instance the oil tanker has the skin of the ship so that a rivet easily becomes loose and of course it is just oil oozing out. The orientation of this is such that any excess oil goes overboard.

This has been built in—leakage is built into the ships.

I asked Mr. Callhoon this morning about the existing ships, if they could be modified. He said they could. You could have a spill tank so that when the oil spills over it will go down to a spill tank rather than into a lake or ocean or what have you.

I am wondering if Mr. Gutermuth or somebody has some specific suggestions to offer the committee on what we might do in this area?

Mr. GUTERMUTH. Mr. Chairman, maybe I should say that I have been coming down here, on one type of water pollution abatement hearing or another, for 25 years. And these objections on the part of people, and the presenting of their reasons for not being able to comply with reasonable and practical requirements for abatement, their reasons for saying that it cannot be done, are not new to us at all.

We have been putting up with this for many, many years. And we get this in all phases of conservation activity.

I was delighted, while I have not had a chance to study and analyze the entire statement by the representatives from the American Petroleum Institute yesterday, I was delighted to hear them come in here and recommend adequate insurance protection, providing liability funds to clean up these messes.

Now, much of this, quite obviously, is being brought on by indifference on the part of many people in many walks of life. We are building large tankers today, and then we are going into this jumbolizing of ships. We take a present-day ship, which does not quite satisfy people from an economy standpoint, and we cut the middle out of it, and insert a great big addition to the ship and create a structure here which is subject to many of these things. And then we have catastrophes like the *Torrey Canyon*. I am not sure that applies in this case, but I am saying that these are the problems that are being created by this jumbolizing.

We get ships that are so large that the sag in them, and that sort of thing, does create a hazard. But this *Ocean Eagle* down in San Juan Harbor—now, we have got a lot of things that we need to study in the way of research as to how to handle these things when the accidents do happen; that is a problem.

But, you see, some of these tankers that have cracked up back over the years, and in many cases were too close to the coastline and too close to the reefs and that sort of thing. There is only one way to correct these things; that is to put some teeth in these laws, and require these people to look at the other side of it and prepare for some of these things.

Now, this excuse that you cannot control this because of rivet holds and that sort of thing, all I have got to say is that if we are going to continue to permit the contamination of our environment, both in the air and on the land and in the waters of this country, with the tremen-