

We believe, therefore, that the legislation should provide compensation for vessel owners who incur costs in cleaning up or containing oil spills in cases in which subsection 19(e) imposes no liability for cleanup. Compensation should be paid out of the revolving fund to be established under subsection 19(f).

Members of AWO are already working independently to improve techniques and equipment for handling oil and for dealing with spills. A number of harbors are now installing oil booms and other equipment to deal with spills. These efforts should be encouraged. A "good Samaritan," in this case the vessel owner who cleans up an oil spill for which he was not responsible, should have the cost of these efforts for the public good reimbursed.

That concludes my statement, Mr. Chairman. Thank you very much.

Mr. McCARTHY. Thank you very much, Mr. Hawes.

Any questions, Mr. McEwen?

Mr. McEWEN. No. I join in thanking you for this fine statement.

Mr. McCARTHY. I want to thank you very much, Mr. Hawes.

Mr. HAWES. Thank you.

Mr. McCARTHY. The next witness is Joe Choate, vice president, National Association of Engine & Boat Manufacturers.

CONTROL OF POLLUTION FROM RECREATIONAL WATERCRAFT

STATEMENT OF JOSEPH E. CHOATE ON BEHALF OF NATIONAL ASSOCIATION OF ENGINE & BOAT MANUFACTURERS

Mr. CHOATE. Mr. Chairman and members of the committee, I appreciate the opportunity to appear at this hearing today on behalf of the National Association of Engine & Boat Manufacturers.

I might express the hope that our position on the agenda reflects the evaluation of the importance of pollution from recreation of boats.

My principal remarks will be directed to H.R. 13923, to regulate waste discharge from pleasure boats. This association was organized in 1904, and today we represent 430 individual manufacturing companies in the boating industry. While most companies in this industry are relatively small, our membership represents the major portion of industry production both in units and in dollars. The chief purpose of our association is "to protect, to promote, further, and advance the interests of its members, as manufacturers and sellers of marine engines, marine motors, and boats of every kind and description and accessories thereto." NAEBM has been actively concerned with the problem of water pollution emanating from recreational watercraft since the early 1950's. We realize then that, with the growing popularity of boating, new problems would arise and one such problem would be that of waste disposal, even though, in our opinion, the amount of effluent being discharged from recreational craft was and is minute in terms of the total water pollution problem. Nevertheless, because of our concern back in the early 1950's, the industry then initiated a program which has been developed along four lines.

1. Education;
2. Development of standards;
3. Product evaluation through testing;