

irretrievably lost. I am hopeful that this belief is not accurate and that ways and means will be found to restore the dissolved oxygen not only to the waters of Lake Michigan but also to the now dying Lake Erie.

Again let me assure you, Mr. Chairman, that you can count on my vote and my support on this vital matter.

Mr. McCARTHY. Our next witness is Thomas Hale Boggs, Jr., representing the Boating Industry Association.

We are always delighted to have you here, Tom.

STATEMENT OF THOMAS HALE BOGGS, JR., BOATING INDUSTRY ASSOCIATION

Mr. Boggs. Thank you, Mr. Chairman.

The Boating Industry Association is an association representing most of the pleasure craft manufacturers and manufacturers of accessory equipment.

I have here a prepared statement which I would just like to submit for the record. We also have five exhibits attached to the statement, one of which, exhibit A, is much too long, and the rest I would like to offer for the record.

Mr. McCARTHY. Without objection, your full statement and the exhibits will be put into the record at this point.

(Prepared statement and exhibits follow:)

STATEMENT OF THOMAS H. BOGGS, BOAT INDUSTRY ASSOCIATION ON VESSEL POLLUTION CONTROL

Mr. Chairman and Members of the Committee:

My name is Thomas H. Boggs, Jr. I am the Washington counsel of the Boating Industry Association (BIA), 333 North Michigan Avenue, Chicago, Illinois. The BIA is a non-profit national trade association representing 375 manufacturers of all kinds of pleasure boating equipment and providing many services of an educational and in informative nature to the entire industry and the boating public. In addition, the BIA works directly with boat owners in all parts of the country through its two consumer divisions, the Outboard Boating Club of America, serving members of affiliated boating clubs, and the Boat Owners Council of America serving individual boat owners.

Boaters have observed first hand more of the damages of pollution and littering of more of this country's waters than any other group of persons. Few groups have a bigger stake in clean water than boaters. Recognizing the potential seriousness of problems caused by pollution the industry took positive steps almost 10 years ago to encourage manufacturers to provide adequate treatment or retention devices. Every manufacturer of boats with toilet facilities was asked to provide adequate space so that a sewage treatment or retaining type device could be conveniently installed. Seven years ago, we published a standard with minimum space requirements for marine toilets in our annual Engineering Manual of Recommended Practices. (Exhibit A.) Manufacturers have responded affirmatively to these recommendations.

In addition, the BIA has worked closely with official and technical agencies in developing more precise data on the character and extent of pollution from watercraft and the most effective methods for treating effluent from vessels. In 1957, the Association developed and supported a model anti-pollution and anti-litter law which has been adopted, in whole or in part, in many states. And the Association has kept the industry well-informed on any new developments in this field to insure that their products are designed and manufactured in accordance with the most up-to-date technical information on the subject of sewage treatment.

Four years ago the National Association of State Boating Law Administrators appointed a Pollution Committee to investigate how much pollution boaters