

The approach to this problem by the various states appears to be characterized by its individuality. In almost every instance, the boat pollution laws adopted by one state have little or no resemblance to those adopted by others, even in the case of neighboring states. Legislation involving varying and differing standards presents a considerable problem to the boatman who wishes to use his boat in a number of different states.

Further complicating the picture is the propensity on the part of the individual states to select one type of anti-pollution device and to permit only its use in the particular state. Whether this is done deliberately or in ignorance of the existence of other equally suitable devices is not known. In any event, it further complicates the mobility of boats cruising on the waters of more than one state.

STUDY METHOD

In view of the extensive activities in the various states on this subject, it was concluded by the Committee that there must be available a number of detailed studies analyzing the extent of pollution of waters by recreational watercraft. Accordingly, the first action of the Committee was to attempt to gather together all such reports to permit an analysis of the nature and extent of pollution by recreational watercraft of the waters of the United States.

An extensive survey of Federal agencies and of agencies of all of the states was made to locate such reports. This survey resulted in turning up only two reports that dealt in any manner with this problem. One report deals with the effect of pollution from houseboats in the vicinity of Portland, Oregon, and was prepared by the Oregon State Sanitary Authority.

The second report, entitled "Survey of Marina and Watercraft Use in Relation to the Public Health Aspects", and jointly prepared by the Macomb County Health Department and Michigan Department of Health, dealt specifically with this problem.

Because of the inability of the Committee to assess the nature and extent of pollution by recreational watercraft from only two reports made in widely separated parts of the country, an alternative method of assessing this problem was developed. This was by means of a questionnaire designed to elicit responses from boating, health, and recreation officials throughout the country from which conclusions could be drawn. The questionnaire is reproduced as Appendix A.

The questionnaire was mailed to some 200 agencies in and out of government, both state and Federal, including public health departments, water pollution control boards or commissions, state boating law administrators, and virtually every Federal agency having any connection with waters used for recreation. A cover letter was provided with the questionnaire explaining the desire of the Committee to determine whether or not recreational boating is a significant contributor to the water pollution problem, and requesting the assistance of the addressee. The returns were most gratifying and extremely helpful. More than 90 replies were received representing one or more agencies in almost every state. A list of the agencies responding and a summary and analysis of the replies received is reproduced as Appendix B.

In the course of its study, the Committee collected a large number of newspaper clippings, magazine articles, and similar releases dealing with this subject. Many of these articles and clippings were especially helpful and presented insights into the over-all problem under study. Reproduction of these articles is not feasible, but several of those considered by the Committee are as follows: "Boat Sanitation" by Elbert Robberson, *Yachting* magazine, October, 1964; "Federal Policy Proposed on Disposal of Wastes", *The Waterways Journal*, July 11, 1964; and "Water Pollution from Boats", *Boating Industry* magazine, January, 1964.

THE EXTENT OF THE PROBLEM

The two reports dealing with pollution from houseboats and recreational watercraft were carefully reviewed by the Committee, because they were the only such reports located. An evaluation of the Oregon State Sanitary Authority Report on Houseboats is very well summarized by the conclusions stated therein and appearing on page 10 of the Report:

"1. Domestic wastes including garbage from approximately 294 houseboats are dumped without treatment into the Willamette and Columbia River in the vicinity of Portland. This represents a population of between 500 and 1,000