

WIDE CONSULTATION URGED

Finally, all we are saying here is that we would hope that the Secretary of Interior and we hope that the legislative intent would show the Secretary of Interior that he should consult not just with the standard pollution experts who are really familiar with devices and the types of affluent control that could be obtained through devices, but also with the boaters and State boating law officials that have to deal with the practical problems arising from pleasure craft.

I think that is all that is intended to mean.

Mr. BLATNIK. That is all. Thank you.

Mr. McEWEN. Thank you, Mr. Boggs, for being here today. I am interested in this statement of yours. I must say I did enjoy that portion of your statement, particularly on page 5 where you referred to the Federal Water Pollution Control Administration report, that 50 percent of the sailboats under 15 feet in length have toilets.

I must say that I like your conclusion there, that if this were the case, boaters should worry more about indecent exposure than pollution.

It is a little difficult to understand some of the reports of these agencies, but your statement is a classic!

ADOPTION OF MODEL LAW BY STATES

With regard to the uniform law developed by the National Association of State Boating Laws, how many States do you say have it now?

Mr. Boggs. Mr. McEwen, four States have currently passed the law, including New York, Tennessee, Georgia, and North Carolina. I think it is now pending in two State Legislatures, and about four or five others that conducted extensive hearings on the law which could be in the process of enacting it.

Mr. McEWEN. Including my State of New York?

Mr. Boggs. Yes, it has. It has only been in the last 2 years that the group has really encouraged enactment, because it took them that long to derive a standard which they considered adequate to meet most States.

In other words, they went to the National Sanitation Foundation and tried to develop an affluent standard that would apply to all devices, and as long as the amount of affluent that went into the water was acceptable, then the device was also safe in terms of the boat structure and would be acceptable. It took them quite a while to develop the standard. Once they felt they were about to develop one, then they started pushing the model act in most of the legislatures.

Mr. McEWEN. Mr. Chairman, I hope that this committee would give some real consideration to this model act Mr. Boggs speaks of. I think we should consider the possibility of incorporating it into our Federal law.

Now, as I understand it, this act was developed by and approved by such organizations as the Outboard Boating Club of America, the National Boating Federation, and it is approved by the National Conference of State Sanitary Engineers.

I know, Mr. Boggs, from personal experience, the overlapping jurisdictions, in the water where I do my recreational boating, I