

have a boarding inspection by the New York State Police, the Coast Guard and the local sheriff. If we are going to have two different standards. I can see where there is going to be a lot of problems.

Mr. McCARTHY. What do you carry in your boat, anyway?

Mr. McEWEN. Mostly bait and the fish I catch; but I think, Mr. Boggs, that we owe you our thanks here for bringing this to our attention, and I, for one, shall give careful consideration to this.

Can you tell us why the Federal Water Pollution Control Administration people have rejected, if they have, this uniform Act, or the requirements of it?

FEDERAL LAW NEEDED—MODEL LAW APPROACH REFERRED

Mr. Boggs. I would not say, Mr. McEwen, they have rejected it. They proposed most of the recommendations which are embodied in the bill which Chairman Blatnik produced; and, as I say, we find no real fault with those suggestions. We do feel, however, that the State model Act approach is a preferable approach, simply because it does include all waters of the State.

Secondly, we do feel that a Federal statute is required because we have learned from experience that it will take a number of years for all the States to adopt the model Act, and you will not have uniformity unless there is an impetus from the Federal Government.

What the Boating Industry Association and the Water Pollution Control Administration have had disagreement about is the level of the problem resulting from small vessel pollution. They have frankly, we feel, misused statistics, and even quoted statistics we cannot verify, to indicate that the problem is far more severe than we maintain it is. That does not mean we think the problem cannot be rectified.

Mr. McEWEN. I quite agree with you.

Mr. Boggs. I might say, and I do not mean to criticize the administration, but there was considerable lack of communication between the Federal Water Pollution Control Administration, their Washington office, and the various State boating groups.

There was pretty good communication between regional offices of the administration and those State groups, but there seems to be some loss in the transmittal of the report between those regional groups and the final report that came out of Washington.

Mr. McEWEN. The Federal Water Pollution Control Administration is dealing with many, many facets of this whole problem of pollution control and here what you seek to do is, one, a unique situation with small pleasure craft which the State administers, the people who are pleasure boaters, their organizations, the manufacturers of these boats all worked, I take it, to develop this uniform law. Am I correct in that regard?

Mr. Boggs. Yes, sir.

Mr. McEWEN. This is a refinement of the thinking of the most knowledgeable in this field. I certainly for one shall give it the weight that I think it is due.

Mr. Boggs. Mr. McEwen, we tried to do an exhibit. We tried to draft a legislative proposal which combines the recommendations of the Federal statute with those State recommendations, and I would appreciate it if you would look into that one.