

Mr. McCARTHY. Without objection, they will be printed in the record at this point.

(The statements follow:)

AMERICAN BOAT AND YACHT COUNCIL, INC.,
NEW YORK, N.Y., *March 28, 1968.*

To: United States Senate Committee on Public Works, Sub-Committee on Air and Water Pollution.

From: American Boat and Yacht Council, Inc.

Subject: ABYC Statement on S. 2525, a Bill to amend the Federal Water Pollution Control Act, April 3, 1968.

Mr. Chairman, members of the Committee, and guests, thank you for inviting me to this hearing on behalf of the American Boat and Yacht Council, Inc.

The American Boat and Yacht Council was organized in 1954 to establish an advisory code of safety standards for the design and construction of small craft and their equipment. It is a broad-based technical society drawing its membership from the boating industry; the government, including the United States Coast Guard and the State Boating Law Administrators, the marine insurance industry, and, finally, the general public which includes such groups as the Coast Guard Auxiliary and the United States Power Squadrons.

These 14 years of diligent effort by the volunteers who serve on the Council's Technical Committees have merited the support of the Council by the United States Coast Guard, the National Association of Engine and Boat Manufacturers (a leading trade association in the boating industry), state boating law administrators, and boaters themselves.

Admiral Willard J. Smith, Commandant of the United States Coast Guard, included the following statement typical of this support in his preface to the 1968 edition of SAFETY STANDARDS FOR SMALL CRAFT, the official publication of the American Boat and Yacht Council:

To ensure that the trust of the novice boatman is well founded, the Coast Guard has long supported the concept of a broad-based standards-making body for the boating industry. With all interests fairly represented, the result is high quality standards developed in the best interest of the boating public.

"The American Boat and Yacht Council is such a broad-based standards-making body. The recommendations of the Council developed by engineers, designers, manufacturers, surveyors, and marine insurers—represent the composite opinion of the industry."

Project A-8, Sewage Treatment Devices for Marine Toilet Wastes, was formally initiated by the Council on January 23, 1957. On February 10, 1958, the Committee's report was released to the Council, the boating field, and all interested parties as a Proposed Standard. The objective of this release was to elicit field comment from all quarters. As a result of field comment, the report was revised and adopted as a standard in September, 1959. Additional field comment was received and the standard amended in 1961 and 1963, and these amendments were adopted by the Council's Technical Board in September of 1964.

At a meeting of the Technical Board on October 19, 1966, the scope of Project A-8 was expanded to include all types of sewage treatment and holding devices. The A-8 Committee membership was expanded to a total of 22 members representing manufacturers, users, Coast Guard, state pollution control agencies, and specialists. The complete committee roster is appended hereto.

This broad-based Committee has now divided the project into the following major areas:

1. Retention Devices
2. Recirculating Devices
3. Chemical-Macerator Devices
4. Incinerating Devices

Subsequent sections are available for devices not under consideration now and which are still being developed. These include devices using ultrasonics, pasteurization, chemical heat and others. The standard is continually under review, and all current comments received are given consideration.

The American Boat and Yacht Council Standard A-8 above-referenced covers item #3 of the above list, namely Chemical-Macerator Devices. A recent proposed standard has been developed for item #1 of the above list, namely Retention Devices. Copies of both of these sections are appended. These standards are