

and then assuming that all 7,000 tow boats on the rivers were discharging an entire day's accumulation of sewage simultaneously at Cincinnati, the dilution ratio would be one part to 8,578 parts under average river flow conditions. Quoting from this article, "it is quite obvious that the average amount of sewage discharged from a tow boat is relatively insignificant." The entire text of this article is appended hereto.

Many yachtsmen, who incidentally are voters, feel that they are being unduly singled out for attention in this matter, while the major pollution sources—industries and municipalities—are being ignored or given substantial reprieves. It is not our place to confirm or deny the accuracy of these statements. It is only to report this feeling to you.

Further criticism of the statistical analysis used in Document No. 48 is contained in an editorial appearing in the Skipper magazine for December 1967. There is mentioned, for example, 40,000,000 persons using 8,000,000 watercraft or an average of 5 per boat. In another place where a detailed study is reported of 6,830 trips by boats, these carried 24,459 passengers, or an average of 3.59 persons per boat. The discrepancy is not explained. Further details and a treatment of this report in a generally light vein is found in this editorial, a copy of which is appended hereto.

Also appended for your information is a copy of the manuscript of an article to appear soon in Boating Industry magazine entitled, "The Case of the Macerator-Chlorinator Devices for Sewage Treatment on Small Craft" by Gordon Crowell, Vice President of Raritan Engineering Company. The significant point of this article is its claim that the macerator-chlorinator can produce an effluent which is less polluted than the water being pumped into it to flush with—an effluent less polluted than the discharge of many municipal sewage treatment plants.

May I thank you for giving consideration to these remarks. Please be assured that the American Boat and Yacht Council stands ready to assist you or any governmental body in the area of adequate safety standards to provide for the welfare of the boating public.

HARPER H. HULL, *President.*

Over forty-two million Americans take to our Nation's waterways each year. As the standard of living continues to rise individual leisure time becomes greater and proportionately more of our citizens have the opportunity to enjoy boating. By the year 2000, pleasure boating traffic in the United States will triple.

In view of this rapid growth, some boatmen may know very little about watercraft or marine equipment and accordingly may accept safe design and construction of the boat and its components without much question.

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.

Technical personnel of the Coast Guard have cooperated extensively with the Council in the development of the marine standards contained in this publication. This, we believe, is a significant effort which the boating industry is making for the protection of the American boating public.

W. J. SMITH,
Admiral, U.S. Coast Guard, Commandant.

PART A

AMERICAN BOAT AND YACHT COUNCIL, INC., EQUIPMENT DIVISION PROJECT
TECHNICAL COMMITTEE REPORT NO. A-8—RECOMMENDED PRACTICES AND STANDARDS COVERING SEWAGE HOLDING AND/OR TREATMENT DEVICES FOR MARINE TOILET WASTE INCLUDING THEIR INSTALLATION

COMMITTEE MEMBERSHIP

Gordon Crowell, Chairman, Raritan Engineering Co.
Henry Albing, Jr., Yacht Safety Bureau, Inc.
Henry E. Burger, Burger Boat Co., Inc.