

Section 5.b. to Part B-I, because they considered a dimension recommendation to be of vital importance.

II. The Technical Committee of Project A-8 recognizes that because of the rapid rate of technological progress, many new concepts will appear in the near future. To mention a few possibilities in which there may be satisfactory solutions to the pollution problems, the Committee has considered ultra-sonics, pasturization, chemical heat and others.

It is the intent of the foregoing Recommended Practices and Standards that they be worded so as to not favor any particular concept and that they in no way preclude the development of new and better designs. Briefly stated, new devices shall either withhold all effluent from overboard discharge or harmlessly exhaust it into the surrounding atmosphere or water. Where heat and/or electricity is involved in the treatment process, the basic requirements as already defined by existing American Boat and Yacht Council and National Fire Protection Association Standards shall be adhered to.

Inasmuch as the A-8 Committee is a permanent one, the Committee will be reconvened whenever it appears that due to new developments, existing criteria must be revised.

PART D

STATEMENT OF VOTE OF PROJECT TECHNICAL COMMITTEE

Vote to be taken at a later date.

[The Sunday Bulletin, Philadelphia, Mar. 24, 1968]

BETTER BOATING—BOATMEN FACE HEAD PROBLEM IN CHICAGO

(By Carl F. Sheppard)

CHICAGO.—“Off with their heads,” screamed the Queen of Hearts as she rushed from city hall.

She'd just learned that Lake Michigan was polluted, and she hadn't waited to find out by whom. However, the mad hatter must have mentioned sailors.

Which is why you may see something new along Chicago's shoreline shortly—beheaded boats. Yachtsmen fighting a rearguard action against the real-life Lewis Carroll ordinance haven't been making much headway.

The ordinance forbids the discharge into the lake of effluents from waste treatment devices such as marine chlorinators which are not approved by the port director as complying with standards set by the Illinois Sanitary Water Board. The Board says it's not setting standards as yet. Which leaves holding tanks.

Not so curiously, everywhere we looked in the huge Chicago National Boat Travel and Outdoors Show which just closed here, holding tanks were on display. There was only one chlorinating unit, all right to use on boats on the other side of the lake in Ontario.

SEVERAL HEADACHES

Holding tanks were introduced on the east coast several years ago, but since then have bowed to chlorinators. Holding tanks have to be pumped out frequently by special dockside facilities, something the Queen of Hearts hasn't bothered to provide here. Where facilities do exist, some of them pump the holding tank contents into drains that pour it right back into the water.

Also holding tanks don't work at the angle of heel assumed by sailboats, and Chicago is a Great Lakes sailing center. As one motor sailer skipper put it, he'd have to drop his sails, put over the anchor, dash below, dash back, hike the hook and get underway again every time nature called.

But does the Queen of Hearts care? Let them straighten up and sail straight, she says, or get off the lake.

The lake has indeed, been getting soupy, what with every municipality pouring in rivers of sewage, hundreds of mills and factories doing ditto, the Army Engineering dredging up polluted bottom fill and tossing it around, and heavy shipping thickening the broth, day in, day out, year round.

YACHTSMEN SCAPEGOATS

The Queen of Hearts is reluctant to tackle these big barons, however, possibly remembering what happened to King John. She's given the barons time exten-