

OREGON CLEAN MARINA NEWS



Spring 2020

A MESSAGE FROM THE PROGRAM COORDINATOR

By Glenn Dolphin

Hello, I hope everyone reading this newsletter is doing well, staying safe and are healthy. These are strange times indeed upon us in the world of social distancing and the COVID-19 pandemic. None of us could have envisioned the situation we are currently facing. I do hope that life can somehow return soon to what I'm sure will be a very different "new normal". That being said, my plans are that once Governor Brown has lifted her Stay Home, Save Lives Order, I will start traveling the state to visit marinas due for their re-certification site visits. I hope that you enjoy reading this newsletter and find it informational, my plans are to start a regular cycle for these newsletters to issue both a Fall and Spring issue with relevant topics. If you ever need assistance with an environmental issue, please don't hesitate to contact me. I look forward to seeing you out on the docks!

POLICY AND ENVIRONMENTAL PROGRAM

Greetings! I'm Josh Mulhollem, the Policy and Environmental Program Manager for the State Marine Board in Salem. I'm relatively new to this the position and to the Pacific Northwest, as I moved to Oregon in the spring of 2019. The awesome natural resources of the Beaver State (as well as some gentle prodding from my wife) led me here, and I have not been disappointed. The boating, fishing, and other outdoor activities that I've enjoyed here so far have been great, and I look forward to continuing to explore in future years.

My background is focused on aquatic natural resources, and I've worked in fisheries, aquatic invasive species spread prevention, and water quality throughout the country. My path to

Oregon has included stops in Pennsylvania, Illinois, Wyoming, and Vermont. Throughout my career, conservation and protection of our underwater worlds has been a primary focus, as well as promoting recreation in and on these fascinating ecosystems. When I'm not out on a boat for work, there's a good chance that I'm out on a boat for fun.

I see the Oregon State Marine Board as being in a unique position to make a significant positive impact to environmental protection through its environmental programs, and the Clean Marina Program is chief among them. We all agree that clean and healthy waters are in our best interest, and I look forward to working with all of you as we collaboratively work towards that goal.

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MAINTAINING A CLEAN FACILITY

One of the cornerstones of the Clean Marina Program is facility maintenance. Participating marinas should not only comply with environmental regulations but go above and beyond the basics to achieve a higher standard. As part of these standards, an item on the program checklist within the solid waste management section requires a marina to “control litter and have a regular schedule for picking up stray trash (item #12).” We can all agree that it’s frustrating to see and have to clean-up after others who do not dispose of their trash properly.

The physical nature of marinas and floating home communities is such that the docks will always attract floating debris where it accumulates at locations determined by water and wind currents. The majority of this type of floating garbage (I’m not referring to natural floating debris like logs or other woody material) doesn’t usually come from the marina where it is found. However, just because it doesn’t originate from your facility doesn’t mean that you should leave it floating on the water and not remove it.

Marina staff that walk the docks should include trash removal as part of their daily routine. Staff should be provided the necessary tool (i.e. pool skimmer net or

similar device with a net at the end of a pole) which allows them to safely remove small items of trash. In my experience, I generally don’t see much trash at all in parking lots or other upland facility areas, however I often see floating trash within marina waters.



These photos show non-compliance with program standards. To the left are various sizes of broken-up foam among other natural wood debris. The above photo is a foam piece that floated into a marina and is now sandwiched in-between a boat and the dock. This foam block will eventually be broken down into small pieces that will be much more difficult to clean-up. Remove situations like these immediately upon seeing them at your facility.

BEST MANAGEMENT PRACTICES cont.

The most common issue at marinas is polystyrene foam that has broken apart from dock floatation applications. These come in all different shapes and sizes from a small marble to an extremely large chunk. Regardless of the size, these foam pieces need to be removed as soon as possible by marina staff and placed in dumpsters for disposal. Plastic bottles are also a common problem in Oregon's marinas, and should also be removed and disposed of properly.

To comply with Program standards, marina operators need to have a regular schedule for picking up this type of stray trash. During the winter months, this cleanup activity can become challenging with the weather contributing to unsafe working conditions at times. However, now that the warmer months are upon us, it should be easier to maintain a daily removal schedule. During the summer site visits to marinas for their three-year recertification evaluations, OSMB staff expect to find clean marina waters with no floating trash. It's easy to overlook small pockets of floating debris along your docks during your normal workday, especially during the busy boating season, but floating garbage needs to be removed when it's observed in the water. Please do your part to ensure Oregon's waterways remain clean so that we all can continue to enjoy them!



With the small pieces of foam present in this marinas waters, these ducks where in danger of mistaking them for food and ingesting possibly dangerous substances! Waterfowl are common animals seen at marinas so please help protect them and other wildlife by maintaining clean waters.

REPLENISHING YOUR SUPPLIES

Facilities that are in good standing with the Clean Marina Program can have their oil absorbent materials replaced free of charge after they are used to respond and clean-up an oil spill. There is a one-page reporting form to document your supply use and the actions that were taken to respond to an incident. Please include photos.



Once the form is submitted and it's determined that the correct procedures were followed for reporting and responding to your incident, supplies will be replenished for your emergency spill kit.

**SPILLS
aren't
SLICK**

Report ALL spills immediately

800-OILS-911
& U.S.C.G. 800-424-8802 or
in Canada 800-889-8852

Be a good steward of your waters.

Prevent Spills:
Do NOT top off fuel tanks.
Avoid oily discharges, keep bilges dry and oil free.

MARINE BOARD POLICY AND ENVIRONMENTAL SECTION—NEW STAFF

Hi, I'm Dorothy Diehl, the Policy Program Coordinator for the Oregon Marine Board. I have been with the agency since September 2019. My role in policymaking includes helping to facilitate the public petition process, assembling citizen rule advisory committees, and conducting research on topics that are of interest to the Board as they deliberate on policy decisions. I also coordinate the Agency's Abandoned and Derelict Vessel (ADV) Program. This includes providing technical assistance to enforcement agencies (e.g. Sheriff's Office Marine Patrol units) throughout Oregon when they respond to reports of abandoned and derelict boats or to request funding assistance from our Salvaged Vessel Subaccount.

A Cautionary Tale

"Sorry, but that's not covered."

These are not the words you want to hear from an insurance company as you're watching bubbles rise up from a newly sunken vessel in your marina. It's a grim but not improbable scenario. Recently, the OSMB has heard from marina managers who were surprised to learn that their tenant's \$500,000 liability policy did not cover salvage and disposal of the tenant's sunken boat. In these cases, environmental pollution and property damage were covered, but the presence of a sunken boat didn't fall into either of those categories as far as the insurance company was concerned.

What did this mean for the marina owners? In these cases, it meant getting stuck with a big bill. Vessel salvage and disposal can cost thousands of dollars depending on the size of vessel, location, and logistics. In the absence of assistance from an insurance company, the most expedient and efficient option for many marina owners is to hire a contractor and pay the cost themselves.



If a sunken derelict vessel is not addressed promptly, it may lead to enforcement actions from the Department of Environmental Quality or the Department of State Lands.

How can this scenario be prevented? The OSMB encourages policy holders and facility managers to read the fine print to be certain they know what would be covered in an emergency. Requiring proof from tenants that salvage is covered in the event of a sinking will help protect both the facility and the tenant, as there are likely many boat owners who incorrectly assume their policy covers salvage.

Additionally, marina managers can help prevent boats from deteriorating in their facilities by keeping an eye on the boats and staying in communication with owners. Expired registration tags should be a red flag to any discerning marina manager. Enforcing registration requirements, requiring regular seaworthiness demonstrations, and keeping an eye out for signs of abandonment such as algae or barnacles are all good practices to help prevent a future burden on your facility.

If you have questions about my role with the OSMB or about rules, statutes, and policies related to ADVs, I would love to hear from you! My direct telephone number is 503-378-2611 or you can send me an email anytime at Dorothy.diehl@oregon.gov.

PROGRAM CERTIFICATION UPDATES

Newly Certified Marina

Pelton Park, owned by Portland General Electric (PGE), joined the program during the summer of 2019. This marina is located in central Oregon near Madras on Lake Simtustus, the reservoir behind Pelton Dam. This small marina has 46 boat slips, a small store and restaurant, boat launch, land-based fuel station, and fish cleaning table. The relatively low impact on the environment put this marina well on its way to compliance, scoring a 93% on their Clean Marina evaluation. When becoming certified, the marina adopted several new practices, including environmental rules associated with all moorage contracts, new signage for oil spill reporting and Aquatic Invasive Species information, distribution of boater spill kits to moorage customers, and proper labeling of the fuel dispensing pump along with the above-ground storage tank.



Clean Marina Recertifications

Every boating season, participating facilities receive re-certification site visits every three years. These ensure that each facility is still meeting the standards of the program. During these visits if deficiencies are found, they are addressed and program supplies are delivered if needed. The following facilities were re-certified during 2019:

- Coos Bay Yacht Club (Coos Bay)
- Charleston Shipyard (Coos Bay)
- Skipanon Marina (Warrenton)
- Embarcadero Marina (Newport)
- Oregon Yacht Club (Portland)
- McCuddy's Hayden Island Moorage (Portland)
- Columbia Ridge Marina (Portland)
- Big Eddy Marina (Portland)
- Rocky Pointe Marina (Portland)
- Dikeside Moorage (Scappoose)

- Promontory Park (Estacada)
- Port of The Dalles (The Dalles)
- Port of Arlington (Arlington)
- Pelican Marina (Klamath Falls)
- Rocky Point Resort (Klamath Falls)
- Crater Lake Cleetwood Boat Dock

Marina Spot Checks

This practice was introduced in 2017 to provide checks and assistance to participating marinas in between scheduled visits. Therefore, as staff travel the state, they perform short unannounced site evaluations of certified facilities along the travel route. This ensures that Clean Marinas are maintaining their facilities in alignment with the program standards, and also allows staff to provide any needed program materials.

CLEAN MARINA PARTNERSHIPS OREGON DEPARTMENT OF FISH AND WILDLIFE

The Oregon Department of Fish and Wildlife (ODFW) Keep Oregon's Rivers Clean Program (KORC) is a statewide effort for the collection, recycling, and proper disposal of fishing tackle. This includes monofilament line, fluorocarbon leaders, lines, lead weights, and lures through a network of line and tackle collection stations located at popular angling locations throughout the state. Fishing line degrades very slowly and if discarded in a water body or left on the banks, it can entangle small animals and birds, especially waterfowl. Some tackle such as lead weights are toxic when ingested. The discarded line and tackle can also present a safety hazard to anglers, boaters, and others who recreate in Oregon's waters.

From the start, the program continues to rely heavily on volunteer contributions from the ODFW Salmon and Trout Enhancement Program (STEP). STEP volunteers help to construct and install the stations, maintain them, and process the collected line and tackle. These local volunteers include conservation and sportfish groups that maintain the collection stations. Materials collected are reused, recycled, or properly disposed of.

Part of participating in the Clean Marina Program is to manage on-site garbage and other debris. Several marinas in the state have installed these fishing line recycle bins as it's an optional item on the program evaluation checklist, it would be great to have more facilities participate and install them.

For information about the program, volunteer opportunities, or placing a collection station in your area, call the ODFW statewide STEP Coordinator at (503) 947-6232 or contact your local ODFW office and ask for your local STEP Biologist. Look for a collection station at boat ramps and streambank access sites around the state and help Keep Oregon's Rivers Clean.



EUGENE AREA WORKSHOP - NEW PROGRAM PARTICIPANTS

In early January, eleven people attended an informational meeting on the Clean Marina Program in Eugene. The event was hosted by Scott Coleman, the owner of Underway LLC, whose company specializes in sailboat sales, repair, parts and storage and is located close to Fern Ridge Reservoir. Attendees included representatives from five marinas on the reservoir along with the Lane County Sheriff's Department, the Army Corps of Engineers, Triton Yacht Club and Clemens Marina. The topics covered during the workshop included moorage rules as they relate to debris-producing boat maintenance activities and boat sewage containment, boater education signage, solid waste, stormwater, sewage and liquid waste management, boat fuel station requirements, uplands and building maintenance, and facility emergency planning preparedness. All of these categories are evaluated during

Clean Marina site visits. Additionally, participants learned about the State's efforts to implement the Aquatic Invasive Species Prevention Program, including invasive species biology 101, the state-wide boat inspection station program, funding levels, outreach to boaters regarding the Clean, Drain, Dry practices, and coordination with regional partners to prevent the introduction of the invasive zebra or quagga mussels. The overall response from the participants in attendance was very positive and consequently resulted in several new sign-ups for the Clean Marina Program. Those who signed-up (Lane County Parks and Recreation Department, Eugene Yacht Club and the Fern Ridge Shores Marina) are now working on implementing best management practices in preparation for a certification evaluation in the very near future.

NEW BOATING LAWS FOR 2020 TO IMPROVE ENVIRONMENTAL STEWARDSHIP, SAFETY AND EDUCATION

The 2019 legislative session was a busy one in which seven bills were introduced by the agency. All of these passed, including the agency's operating budget. Most of the legislative concepts were in response to issues brought forward from stakeholder groups, boating clubs, advocacy groups, and agency partners. There were also several non-agency bills sponsored by legislators on behalf of interest/ environmental groups or private citizens that affect Oregon boaters. One bill allows the Marine Board to consider land use planning (Goal 15) in any future rulemaking on boat operations on the Willamette River (HB 2351). Another, HB 2352, creates a towed watersports education program within the Marine Board and requires an additional education endorsement for

anyone engaged in wake surfing and wakeboarding activities on the Willamette River (Newberg Pool, RM 30-50) in Clackamas, Marion and Yamhill Counties.

The following two pages outline and give details about all of the new boating laws that have gone into place for 2020. The 2019 Legislative session was one of the busiest sessions ever for the Marine Board since the agency was created. Staff at the agency have been hard at work to implement all of these new laws and continue to do so, as new laws can take a lot of time and effort to fully implement. For more details, check out OSMB's [Underway Newsletter](#) and [Boating Changes for 2020](#) webpages.



Waterway Access Permit

The Waterway Access Permit (WAP) replaces the Aquatic Invasive Species (AIS) permit for non-motorized boats.

- Oregon residents and out-of-state operators of non-motorized boats: canoes, kayaks, stand-up paddleboards, rafts, drift boats and other manually powered boats, which are 10 feet in length or longer and sailboats under 12 feet long, must purchase a one week (\$5), one year (\$17) or a two year (\$30) permit when operating on Oregon waters.
 - ◆ One permit is required per boat,
 - ◆ Is transferable from boat to boat, and
 - ◆ Is not required for youth 13 and younger.
- Permits are not required on certain stretches of federally designated wild and scenic rivers already requiring permits.
- The permit funds two programs: AIS Prevention Program and non-motorized boat access. These programs will improve facilities by adding single car parking spaces, non-motorized boat launches, restrooms, low-freeboard docks, etc. and will continue to inspect boats for aquatic invasive species at the roadside inspection stations.
- There are four purchasing options:
 - ◆ In person at the OSMB office in Salem;
 - ◆ In person at ODFW license agents;
 - ◆ [OSMB Online System](#) (downloadable PDF to save on mobile device or printed out); or
 - ◆ [ODFW Electronic Licensing System](#) to print out permit or display using the ODFW App.

Agency Fee Increases

In order to maintain the current levels of service for marine law enforcement and boating facility grants, the agency asked for and received approval to increase boat registration and title fees, and the Boating Safety Education and replacement card fees.

- Registration: \$5 plus \$5.95 per foot. Go to the following link to view the fee schedule: https://www.oregon.gov/osmb/title-registration/PublishingImages/2019_2021BoatRegistrationFees.pdf.
- Boat Title: \$75
- Boating Safety Education Card: \$20
- Boating Safety Education Card Replacement: \$16

Boating Safety Education Card

- Requires out-of-state boaters to carry their states' boater education card when operating a motorboat over 10 hp. If your state doesn't require boating safety education, you will need to take Oregon's mandatory boater education course and purchase the Oregon card before operating on Oregon waters.
- Requires new boat owners to acquire and carry a boater's education card before taking the boat out on Oregon waters.

Boating Safety Law Changes

- If you are convicted of a felony or misdemeanor for Reckless Operation of a boat or Boating Under the Influence of Intoxicants (BUII), your Boater's Safety Education Card will be suspended for one year for Reckless Operation and 1-3 years for BUII.
- The fine is reduced from a Class B violation to a Class D violation for not carrying a U.S. Coast Guard approved, properly fitting life jackets for each person onboard a boat from a Class B violation (\$256) to a Class D violation (\$115).

"Pull the Plug" Law

- Boaters are required to "pull the plug" when leaving a waterbody and during transport to allow any water-holding compartments to drain.
- This reduces the risk of aquatic invasive species being spread from one waterbody to another.
 - ◆ The fine for failure to pull the plug is \$30 for non-motorized and \$50 for motorized and is a Class D violation.
- If a person bypasses a mandatory boat inspection station, they can be ordered back by law enforcement if the station is within 5 miles. If a person fails to go back to the station for an inspection/decontamination, they can be charged with a Class C misdemeanor.

Boat Rental Business (Liveries) Registration Requirement

- Boat rental businesses with non-motorized boats will be required to register with OSMB, at no cost.
- Failure to register is a Class B violation (\$265 fine).

Helmet Availability from Outfitters and Guides Requirement

- On waters in Oregon rated as Class III or higher, outfitters and guides are required to offer passengers the use of a helmet.

Towed Watersports Education Program

There are special rules that effect towed watersports on the Willamette River (a.k.a. Newberg Pool) between river miles 30 and 50. Boat operators towing a wakeboarder or wakesurfer are required to complete the Towed Watersport Education Course, in addition to the Mandatory Boater Education course.

- Every boat towing a wakeboarder or wakesurfer in this area must have a current Towed Watersports Decal and Towed Watersports Education Card, in addition to the Boat Oregon Education Card.
- Failure to carry a Towed Watersports Education Card and boat decal is a Class B violation, which carries a presumptive fine of \$265.
- Additionally, if you are cited a second time within a three year period for wake-related violations, you can be issued a Class A violation, presumptive fine of \$440 and may receive a one-year suspension from boating by a judge.
- The Oregon State Marine Board has developed an interactive map that is available for your smartphone. This map can help you know which part of the river you are on as well as lets you know what type of towing activity is allowed. Visit BoatOregon.com and click on "Newberg Pool App" on the home page.
- For more information regarding how to comply with the Program, please call the OSMB at (503) 378-8587 or visit our website at: www.boatoregon.com.

Aquatic Invasive Species Program Update

The Aquatic Invasive Species Prevention Program, which is co-managed by the Marine Board and the Department of Fish and Wildlife (ODFW), continues to be successful in preventing the introduction of zebra and quagga mussels to Oregon waters. In addition to stopping these freshwater invasive mussels, many other invasive species are also intercepted on boats entering Oregon, including aquatic plants, snails and marine biofouling species. In 2019, ODFW operated six inspection stations across the state utilizing Marine Board revenue collected from the sale of Aquatic Invasive Species (AIS) boat permits along with a 1:1 match of funding from the U.S. Army Corps of Engineers. These two funding sources amount to approximately 1 million dollars per year and allow two inspection stations (Ashland and Ontario) to stay open all twelve months of the year. The other four (Brookings, Klamath Falls, Lakeview and Umatilla) operate from April through September. During the busy summer season, all stations operate seven days per week from sunrise to sunset and all boats transported past an open station are required to stop. This resulted in a total of 26,875 boat inspections, with 384 of those having some type of potential AIS present (plants, marine or freshwater organisms). An additional 16 vessels had either zebra or quagga mussels attached and required full decontamination to be performed at the station before the boat could continue on to its destination point. These “mussel boats” came from waterbodies that are known to be positive for zebra or quagga mussels in Arizona, Michigan, Minnesota, Nevada, Ohio, Texas and Utah.

The 2019 inspection season marked the ten-year anniversary of the program which has now inspected 135,835 boats from every state in the country (and some from Canada). This includes 2,235 boats that had some type of potential AIS removed and 134 boats that



had attached zebra or quagga mussels which necessitated a full decontamination of the boat.

The waterbodies in Oregon that are most susceptible to a zebra or quagga mussel introduction are monitored during the summer months, and no positive results for either the juvenile or adult life stage of the mussels has been documented. These results demonstrate that the current program is working as intended and is providing a first line of defense against an introduction of these environmentally devastating organisms.

The Marine Board asks all marina managers and their staff to be vigilant in this effort to keep new AIS out of Oregon waterbodies and to prohibit the spread of already existing species to new locations. You can help by identifying boats that use your facilities that are from out-of-state and make sure those boats are Clean, Drained and Dry before they launch into an Oregon waterbody. If you witness a boat trying to launch with any aquatic species attached (mussels, snails, aquatic vegetation) we encourage you to notify the operator that, if the organisms are not removed and disposed of, the boater will be in violation of the state’s “clean launch law” which carries a fine of \$287. We encourage you and your staff to create a good working relationship with your local Sheriff’s Department Marine Patrol Unit (aka river patrol) if you haven’t already done so. This way you can communicate with them in a timely fashion about boaters at your facility that violate AIS or other boating laws.

MANAGING LIVE-ABOARD BOATERS AT YOUR FACILITY

The topic of live-aboard boating comes up every year during site visits with facilities that allow people to live on their boats. Most facilities enrolled in the Clean Marina Program prohibit this activity. For those that allow it, it's time to have this activity monitored closer. When people choose to live aboard their boat at a marina, they fall under state laws that regulate floating buildings and structures, houseboats, moorages, marinas, or any boat used as such. Oregon Department of Environmental Quality laws (Oregon Revised Statute 468B.080) describe the prohibition relating to garbage or sewage dumping into waters of the state and the definition of a building or structure that includes boats used as living spaces at a marina. What this ultimately means is that when a boat is used as a person's home, they are not allowed to discharge anything into the water while moored at the dock.

When a boat is underway, discharge is only allowed from a properly functioning Type I or II Marine Sanitation Device (MSD). This can only occur while boating on a federally navigable waterway as this equipment, when maintained correctly, treats sewage to an EPA and U.S. Coast Guard effluent standard. Boats with these two types of systems generally don't have an installed holding tank as they are usually designed to hold and treat each flush of the marine head. The other approved system installed on boats is a Type III MSD which is the most common system you will find on recreational boats. These systems don't have any treatment functions and act only as a holding tank for raw sewage, requiring the boater to evacuate the tank at an approved dockside pumpout station.

Certified Clean Marina facilities are required to have a written policy that prohibits the discharge from all MSDs in boats moored

within their marina. However, going forward, facility managers will need to show some type of documentation to confirm this compliance. Marinas that allow live-aboard boaters will need to:

- 1.) Expand their written policy (if not already implemented) to require live-aboard boats to secure their "Y" valves in the dockside "pumpout only" (or locked) position, and;
- 2.) Require the live-aboard boater to keep a written log of their pumpout activity.

These new requirements are not meant to be punitive, but rather to establish that by working together and making sure there are protections against illegal discharge of sewage, we can hold live-aboard boaters to an expected standard of environmental protection. In an effort to ensure these standards are upheld, program site visits will include specific visits to live-aboard boats to confirm their compliance with sewage management and watercraft registration regulations. If facilities are found to not be adhering to this new standard then an action plan will need to be developed by the marina and implemented in a timely fashion with follow-up site visits to confirm compliance.





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The Oregon Clean Marina Program is a voluntary environmental certification program that recognizes marinas, boatyards, yacht clubs, and floating home moorages. The program is implemented in a non-regulatory manner because the Marine Board is not an environmental enforcement agency. Free technical assistance is offered to interested facilities and if environmental problems are identified, then solutions are sought through a partnership not an enforcement action. Along with being in compliance with existing environmental regulations, certified facilities are asked to implement a high percentage of environmentally responsible practices. The goal of this program is to help protect and improve local water quality by promoting the usage of environmentally responsible practices at marinas. The program provides information on how to eliminate or reduce the input of polluting materials – such as oil, paint, cleaning chemicals, sewage, fish waste, and trash – into the environment.

How to become a certified facility:

- ◆ Learn about the program – contact the program coordinator for details.
- ◆ Take the Clean Marina pledge – sign the form and work towards pursuing certification within one year or less.
- ◆ Conduct a self-assessment – after receiving the program guidebook, use the checklist to evaluate your own facility. Or contact the program coordinator for technical assistance to complete a comprehensive evaluation of the marina facilities.
- ◆ Checklist – categories include moorage rules, boater education, solid waste and stormwater management, sewage and common waste management, fueling, uplands and building maintenance and emergency planning. Items can be required by law, by the program, or optional to implement.
- ◆ Schedule a confirmation visit – once it is determined that a facility meets the necessary requirements a confirmation site visit is scheduled. This occurs with the marina manager and the program coordinator. A passing score for certification is 85% however; most of the certified facilities score much higher than the minimum.
- ◆ Receive your certification – once you pass, you can receive your certification and other rewards (see incentives below).
- ◆ Maintain your certification – Every three years the program coordinator will schedule an on-site visit to confirm everything is still meeting the program standards.

Program incentives:

- ◆ Receive a Clean Marina Flag to fly at the marina
- ◆ Receive a framed certificate signed by the Oregon State Marine Board Director
- ◆ Receive a 45-gal dock-side oil spill response kit with; 50ft of absorbent boom in 10ft sections that link together, 50 oil absorbent pads, non-latex gloves and disposal bags.
- ◆ May receive a discount on marina environmental liability insurance premiums (dependent on insurance company policies)
- ◆ Obtain official State recognition for being good stewards of the environment
- ◆ Ensure your facility is in compliance with environmental regulations
- ◆ Receive recognition in Marine Board publications and on the agency's website
- ◆ Have access to free environmental technical assistance from the program staff
- ◆ Promote your facility as being an environmental steward and get authorization to use the program logo to display on websites, signs, newsletters etc.
- ◆ Receive free materials to hand out to boaters or homeowners (for example oil absorbent pads and oil bilge socks)

Contact Glenn Dolphin if you would like to learn more, schedule a site visit or if you have any questions: glenn.dolphin@oregon.gov or 503-378-2625.