

OREGON CLEAN MARINA NEWS



Spring 2022

A MESSAGE FROM THE PROGRAM COORDINATOR

By Glenn Dolphin

Inside This Issue:

Open Invitation to Participate	2
Rocky Pointe Marina Helping to Remove ADVs	3
Replenishing Your Oil Spill Supplies	3
AVRAP Update	4-5
AVRAP Photos	6-7
New ADV Funding—ARPA	8
SOLVE Adopt-a-River Program	9
Golden Anchor Award	10
Program Certification Updates	11
AIS Program Update	12

Welcome everyone to the yearly edition of the Clean Marina News. It's certainly been a challenging two years with the COVID pandemic impacting all our lives. However, I think we are all starting to see the light at the end of the tunnel. With Oregon ending the indoor face mask mandate in mid-March and the rapid decline of hospitalizations in the state of severely sick COVID patients, perhaps this year will be a return to what "normal" life used to be like. Despite the pandemic, last summer I was able to schedule re-certification site visits at 13 marinas throughout the state and completed several unannounced facility spot checks during my travels. All visited facilities were successfully re-certified but there is still more work to be done when it comes to the prevention of future abandoned and derelict vessels (ADV). This environmental issue will remain a priority this year as the new program standards are implemented. I have started to notice that marina managers are holding more boat owners responsible for the condition they keep their boats in while moored on state waters, this is a great step forward in addressing the problem. We are seeing great participation in our Abandoned Vessel Removal Assistance Program (AVRAP), which is supported by our awarded grant from the NOAA Marine Debris Program. This has been a great financial assistance program to offer our certified marinas and hopefully more programs like this will be available in the future as a benefit of maintaining your certification.



I also want to welcome those of you reading this newsletter for the first time, as this edition is being distributed to other interested parties beyond just the certified program participants. I would welcome any interested marinas to contact me about signing up for the program and scheduling a site visit at your marina. I also hope you enjoy reading about how the Clean Marina Program is helping maintain clean, healthy waterways in Oregon by partnering and offering free technical assistance to marinas throughout the state.

OPEN INVITATION FOR ALL MARINAS TO PARTICIPATE

As this edition of the newsletter finds new readers beyond just the program participants, I wanted to make sure everyone knows that an open invitation exists to all the eligible facilities within our state. Please consider joining the current roster of 62 facilities that are certified. This program is open not only to the traditional marina facility (either publicly or privately owned) but also to floating home moorages, yacht clubs, and boatyards. There are currently four marinas that have signed up and are working through the elements to become certified. The timeline for completing the certification process is ultimately determined by a marina manager. I have had facilities complete a to-do list in as short as a few months, while others have taken more time than that. There is no established timeline required to complete the work of implementing the program standards but the sooner they are completed, the sooner you can enjoy the benefits of certification (see the back page of this newsletter). The Marine Board has estimated that there are approximately 125 - 150 eligible facilities throughout the state, and it would be great if more would join. It's free to participate and any technical assistance offered is conducted without a regulatory overtone; if areas for improvement are found, working together as partners is the goal.

The Clean Marina program is positioned to be an ally to the marina industry, and demonstration of a strong partnership with the state may help alleviate the need for any new environmental regulations in the future. This is ultimately a voluntary program to enroll in but it's in the best interest of marina managers to partner with the Marine Board and earn a certification. By working with the program and becoming certified, you can sleep easy knowing that you're in compliance with state and federal regulations without having to go through a regulatory compliance site visit that could result in

penalties. Yes, we are a government agency, but we are unique and different from many you may have interacted with. We want to see recreational boating activities grow throughout the state, have adequate and well-maintained boating access sites, and be able to document that marina managers care about protecting the environment by becoming a certified facility.

As an example of a benefit available to participating facilities recently, there was financial assistance available to marinas through the AVRAP initiative (see page 4 and 5). This is making a positive impact for those facilities that are taking advantage of it as it pays for 100% of the costs to remove, dismantle and dispose of abandoned and derelict vessels. This program currently has allocated all of the remaining funds, but there is a hope for more funding to be available in 2023. Therefore, if you have thought about joining the program in the past, or are just learning about it now, perhaps you might consider joining this year to take advantage of marina assistance programs like this one in the future?

I want to also thank all the boating facilities currently participating in the program and maintaining their certifications. You're a great group to work with. I look forward to the continued partnerships we have formed that benefit all boaters and help maintain clean waterways for future generations to enjoy.



Oil spill response kits are one of the benefits of becoming a certified marina. These kits are provided upon completing a certification and are re-stocked by the Marine Board if used during a marina incident.

ASSISTANCE FROM A CERTIFIED FACILITY

ROCKY POINTE MARINA REMOVES ADV's By Stan Tonneson

Being located midway on the Multnomah Channel in Multnomah County, we see several unoccupied derelict boats drift by our facility each year. Occasionally, some of the vessels beach themselves on the opposite side of the Channel. Wanting to help the OSMB with the seemingly endless problem of removing these boats from the water, we offered to remove these boats at no cost to the state and load them onto a trailer for a short 2-mile drive to the Dikeside Marine Services in Scappoose, where they were held for 30 days and then disposed of.

With the help of Dorothy Diehl at the Marine Board to streamline the process, we were able to get the authorization to remove ADV's on two different occasions, two boats and a large canoe by the end of the day. We are fortunate that we have tugboats, available staff, a boat Travelift, a boat ramp and access to trailers. More importantly, we are passionate about being stewards to our waterways and continue to keep our offer open to OSMB to remove boats near Rocky Pointe from the water at no cost.



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.

ABANDONED VESSEL REMOVAL ASSISTANCE PROGRAM (AVRAP)

Back in mid-2020 the Marine Board was awarded a grant from the National Oceanic and Atmospheric Administration's (NOAA), Marine Debris Program. This federal funding opportunity, combined with Marine Board matching funds, is currently paying 100% of the removal, demolition, and disposal costs of ADVs from certified Clean Marinas. The AVRAP initiative is intended to help qualifying marinas address any backlogs of ADVs at their facility as well as identify any existing at-risk boats. The goal is to then work with an owner of an at-risk boat to either fix it to an acceptable seaworthy condition, or work with a marina manager to have the boat removed from the water and repaired at a boatyard. If a boat is deemed too unseaworthy to fix, then it should be disposed of properly at a landfill. The new program standards announced in last year's newsletter, and that are now part of the re-certification requirements, are part of the Marine Board's guidance document "Best Management Practices for the Prevention of Abandoned and Derelict Vessels in Year-Round Moorages." This document outlines what marina policies shall contain to help minimize future problems with ADV's. These policies are:

Insurance

- Require proof of adequate vessel insurance from customers and verify that the policy covers the cost of salvage (sometimes referred to as coverage for the boat hull and equipment) in the event of a sinking at the docks. This should be in addition to coverage for environmental cleanup activities including an oil or fuel spill.
- Require that a customer's insurance policy name the marina as a third-party designee and that they provide a copy of the policy declarations page to the marina. This ensures the marina is made aware of any lapses or changes in a policy.

AND/OR

- Ensure that the marina's insurance policy covers the salvage of sunken vessels and cleanup of oil/fuel spills for *any* vessel moored at their facility.

As a certified Clean Marina, you might be eligible for a discount on your facility's environmental liability insurance, so make sure to investigate this with your insurance company.

Seaworthiness:

- Require all owners to keep their vessels in a seaworthy condition. Any vessel of concern as identified by either the marina management, a State agency, or local law enforcement shall be required to perform a seaworthiness demonstration. This can be as simple as having a vessel leave the marina under its own power and then return to the docks.
- If seaworthiness cannot be proven, then a vessel owner shall be given a reasonable amount of time to complete any necessary maintenance to return it to a seaworthy condition. If this cannot be completed, the vessel will need to be removed from the water at the owner's expense.
- No vessel should be allowed to become derelict at the docks. Vessels should not have multiple tarps covering them unless they are kept adequately secured and in good condition. Accumulation of growing moss topside should not be allowed, and any heavy underwater hull fouling should be addressed (out-of-the-water work). Vessel propulsion systems shall always be maintained in working order and bilge pumps shouldn't have to run continuously to keep vessels afloat.

State Registration

- Marina staff shall perform regular checks on the docks for compliance with state registration requirements. No vessels shall have expired stickers displayed.
- All owners are required to maintain state registration if their vessel is in Oregon waters, including when a boat is in a moorage slip (OAR 250-010-0051). Additionally, all federally documented recreational boats

AVRAP, cont.

are required to maintain a valid State registration and display a sticker on the stern of the vessel (ORS 830.775). Federally documented vessels are only exempt from this requirement if they are currently used for commercial purposes.

- Marinas should always maintain a minimum 90% registration compliance rate on the docks and strive for 100% compliance. Delinquent vessel owners should be contacted regularly for compliance follow-up and be given a deadline to comply.
- Marina managers should ensure that the moorage lessee is the owner listed on the vessel title. If a discrepancy is noted, the owner should be referred to the OSMB to properly title the vessel.
- If boaters remain noncompliant then it's recommended that your County Sheriff's Marine Patrol be contacted and that you ask them to perform an enforcement action.

Moorage Rules

- Update moorage rules and customer agreements to include the items in this article if they are not already part of your current package.
- Ensure moorage agreements provide the marina with the authority to require an owner to remove the vessel from the water, if the boat is not in compliance with required moorage rules. Also give authority to the marina to remove a vessel of concern at the owner's expense if they don't comply with a marina order to do so.
- Actively enforce all established moorage rules and complete required follow-up activities for vessels deemed not-in-compliance in a timely fashion.
- Require tenants to notify marina management immediately if a vessel is sold and remains at the marina.

If all of these marina management elements are implemented on a consistent basis and applied to all moorage customers, then the Marine Board anticipates there will be less ADV's in the future for us all to manage.



This boat was found at a Clean Marina during the summer of 2021, with a registration sticker from 2017 showing. Additionally, a large tarp covered most of the boat indicating its not used very often. This does not meet the new program standards!

All of the current participants of the AVRAP initiative that are receiving financial assistance, have signed a memorandum of understanding (MOU) with the Marine Board. This MOU documents that marina managers have committed to implementing the above mentioned practices consistently with all moorage customers. So far, participating marinas are making

good progress in addressing this growing problem. The tables here are showing our current partners that have either already removed ADVs through this program, or are currently working through the contracting procedures in preparation for vessel removals.

Participating Facility	ADV's removed
McCuddy's Marinas	4
Pelican Marina	1
Port of Brookings	2
Salmon Harbor Marina	5
Port of Coos Bay	3
Scappoose Bay Marina	1
Columbia Crossings	6
Total	22

Participating Facility	In-Progress
Port of Coos Bay	3
Port of Newport	12
Total	15

AVRAP PROJECT PHOTOS



AVRAP PROJECT PHOTOS



NEW ADV PROGRAM FUNDING COMING TO THE OSMB

By Dorothy Diehl

Boat sales and boating activities increased significantly throughout Oregon during the coronavirus pandemic, unfortunately an increase in the number of abandoned and derelict vessels (ADV) on public lands and waterways was observed as well. While the causes are not fully understood, financial hardship related to the pandemic was undoubtedly a contributing factor. Unattended and deteriorating boats ranging in size from small open skiffs to large cuddy cabins and yachts turned up on shorelines, beaches, and boat ramps, occasionally going adrift, sinking, or putting boating facilities at risk of damage.

The Oregon State Marine Board (OSMB) will soon be involved in a large scale ADV removal effort in the Portland Metro area.

The American Rescue Plan Act (ARPA) was signed into federal law in the spring of 2021 and includes the creation of the Coronavirus State Fiscal Recovery Fund. Through efforts of Senator Kathleen Taylor, D-Milwaukie, and other lawmakers, the 2021 Oregon Legislature allocated \$1,000,000 in federal funding to help address ADVs in Portland, Oregon. The OSMB was designated as the recipient and steward of the funding. With the recent adoption of HB 5201 by the 2022 Oregon Legislature, the OSMB will soon have the authority to begin spending the allocated funds.

OSMB staff are coordinating with the Multnomah County Sheriff's Office River Patrol Unit and applicable state and local agencies and service providers to develop short term and long-term strategies for vessel identification, prioritization, and removal. Efforts are expected to begin this summer in the vicinity of Ross Island on the Willamette River near downtown Portland.

The focus will expand outward from there and has the potential to include some ADV prevention efforts as well.



The OSMB engages in vessel removal work throughout the state on a recurring basis as funding allows, but a budget of this magnitude is unprecedented. Staff are excited to be involved in such a significant initiative. Removals will take place over the next two summers and at other times as conditions allow, with the funding availability closing at the end of 2024.



OREGON ADOPT-A-RIVER PROGRAM

By Dave Lowe

Thanks to a partnership between the Oregon State Marine Board and SOLVE, adopting an Oregon river is a straightforward way to care for our waterways, and one another. Whether you enjoy a solo effort to pair your morning walks along your favorite waterway with some stewardship or are looking to put together a crew for a larger clean up event, the Oregon Adopt-a-River program has you covered with everything you need to help keep our waterways clean and healthy.

One shining example of communities rallying and activating in pursuit of this is the Multnomah Channel Clean Up (McCU) event. This is a result of a 2017 brainstorm of two SOLVE volunteers, Lacer Horter and Coleen Belisle. The McCU squad has been putting on clean up events along the channel twice a year ever since (except for a particularly smokey 2020).

Banding together, the McCU has been able to garner active support for, and participation in their events from a number of moorages in the area including Paradise, McCuddy's, Dikeside, Riverbend, Sauvie Island Moorage, Weilert, Haefker (small moorage south of Chapman Landing) and several more. Many residents of these moorages grant McCU permission to place SOLVE-supplied bags and large trash items gleaned from the waterway on their docks for pick up by barges.

“Every year is different. We really don't have expectations and enjoy what each clean up brings. We look for the lowest tide on a Saturday in September and go with that. In the last few years, we have encouraged folks to go out the week prior to gather up garbage and put it on the volunteer docks or high up on the banks with some kind of bright tape for identification. I think this helps with participation and increases the amount of garbage picked up by the barges. We have been so lucky

(in my area) to have 3-4 barges each year that pick up from the shores and docks. People go out on their stand-up paddle boards, canoes, kayaks, hydrobikes and motorboats. We get muddy, wet and tired, but we have fun!” - Coleen Belisle -

Developing connections with the likes of the Columbia County Solid Waste/Public Works Department over the last three years, McCU has been able to have the landfill tipping fees waived as the work they are doing is of such clear benefit to the region. In prior years, volunteers donated money for these fees.

In the fall of 2021, two clean-up events were organized by McCU along the Multnomah Channel – one near the Sauvie Island Bridge and another at Johnson's Landing, which combined pulled over 3,000lbs of trash out of the waterway. Their work will continue again this year, with more partners and community members joining for a combined clean-up effort in the area.

It's thanks to efforts like McCU's and all of Oregon's river adopters that we're able to work together in keeping our state beautiful. Please consider joining them by adopting a river or waterway near you today.



ANNUAL GOLDEN ANCHOR AWARD

City of Depoe Bay Harbor



Last year it was announced that a new annual award would be given out to the facility that either scored the highest on their re-certification site visit or went above and beyond with their efforts to protect the environment. The group eligible for this award are the facilities that completed their re-certifications during the previous year's field season (2021 for this cycle).

This year's award goes to the City of Depoe Bay and their management of the Depoe Bay Harbor Marina. Roy Hildenbrand is the marina harbormaster and has gone through several re-certifications with Marine Board staff. This facility is a medium sized marina with 83 moorage slips and multiple side-tie locations. There is also an adjacent boat ramp facility with a city park and recycling containers for both garbage and used fishing line. Last year the city staff relocated their fish cleaning table at the marina to be away from the water's edge and discontinued the direct discharge of fish waste into the harbor. Now this wastewater is sent to the city's sewer system for treatment. They also offer a collection tank for used oil that has the required spill containment area, a well-kept fuel dispensing system, and a reported high use of the small plastic No-Spill Jug during fueling operations. The boat sewage pumpout station has always been found to be in good working condition and this facility scored a perfect 100% on the newly implemented ADV prevention management practices! All boats were up to date with valid registration stickers and no derelict boats were found!



PROGRAM CERTIFICATION UPDATES

In 2020 and 2021, several new marinas were “preliminarily” certified as the pandemic conditions and limited availability for marina site visits made it difficult to conduct program operations. During normal years in the past, after a site visit was held and any items that needed to be addressed were completed, a certification appointment would be scheduled in a timely manner. That final step would be completed to award the marina its certification credentials and their complementary oil spill response kit. Unfortunately, two marinas were not able to officially complete the certification process in 2020 but did so this last year in 2021.

Please welcome these two facilities to our Clean Marina Family!

McCuddy’s Big Oak Marina – located in Scappoose on the Multnomah Channel

Salpare Bay Marina – located in Portland on Hayden Island along the Columbia River

I want to thank the managers at these facilities for their patience during these difficult times we have all experienced these past two years, and sticking with the OSMB to wait for the official completion of their certification process. Moving forward it looks like the program will get back to its normal operations with marinas having their certification process taking less time to complete.

Clean Marina Recertifications

Every boating season, participating facilities receive re-certification site visits every three years. These evaluations 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 2021:

- Port of Alsea
- City of Depoe Bay Harbor
- Port of Siuslaw
- Rivers Bend Marina
- Multnomah Channel Yacht Club
- Portland Yacht Club
- Rose City Yacht Club
- Columbia Point Yacht Club
- Channel Island Marina
- River Place Marina
- Port of Hood River
- Port of Cascade Locks
- Cove Palisades Resort

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.

AQUATIC INVASIVE SPECIES PROGRAM UPDATE 2021 ANNUAL REPORT COMPLETED

Executive Summary

In 2009, the Oregon Legislature passed House Bill 2220 that created an Aquatic Invasive Species (AIS) Prevention Program and established a new user fee to boaters, (Aquatic Invasive Species Prevention Permit) which funds the AIS Prevention Program. The objective of the AIS Prevention Program is to keep Oregon's waters free of new aquatic invasive species and limit the spread of existing invasive species. The Oregon Department of Fish and Wildlife (ODFW) and Oregon State Marine Board (OSMB) are partners in managing the AIS Prevention Program. Watercraft inspection staff and AIS monitoring activities are managed by ODFW. Administration of the AIS Prevention Permit and law enforcement coordination are managed by OSMB.

The Oregon Department of Fish and Wildlife operated six watercraft inspection stations located near or at Oregon's southern, northern, and eastern borders. Ashland and Ontario watercraft inspection stations operated year-round. All motorized and non-motorized boats (canoes, kayaks, rafts, etc.) regardless of size are required to stop at inspection stations. Watercraft inspection stations in Brookings, Klamath Falls, Lakeview, and Umatilla opened in May and closed in September or October (Umatilla). The six Watercraft Inspection Teams (WIT) conducted 19,747 watercraft inspections and 239 watercraft decontaminations which included 11 for quagga or zebra mussels (*Dreissena rostriformis bugensis*, *D. polymorpha*).

In the 2021 fiscal year, revenue generated from AIS Prevention Permit totaled \$1,009,759. The AIS Prevention Program provided (either partial or full) funding for eight full-time positions, and eleven seasonal or part-time positions. Additionally, these funds supported law enforcement activities such as checking boaters for a current Aquatic Invasive Species or the Waterway Access Permit and enforcing mandatory stops at watercraft inspection stations. State and county law enforcement officers issued 1,056 warnings and 95 citations for failure to possess an Aquatic Invasive Species or a Waterway Access Permit; 228 warnings and 29 citations for failure to stop at a watercraft inspection station were also issued.



The AIS Program received additional funding from the US Army Corps of Engineers as part of the Water Resources Reform and Development Act (WRRDA) for \$572,748; these monies help fund additional inspectors and hours of operation at the inspection stations.

During 2021, the watercraft inspection program continued to face several challenges due to COVID-19, wildfires and poor air quality due to smoke from wildfires, which resulted in intermittent closures of some of the inspection stations.

Oregon's Aquatic Invasive Species Prevention Program 2021 Legislative Report



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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 marina:

- ◆ 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@boat.oregon.gov or 503-856-6709