

OREGON CLEAN MARINA NEWS



Spring 2021

A MESSAGE FROM THE PROGRAM COORDINATOR

By Glenn Dolphin

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Hello and welcome to another issue of the Clean Marina News. We at the Marine Board strived to put together some marina management information that we hope you will find useful and relevant in your job.



What a year 2020 was! I don't really know what to say about it other than I hope 2021 is a better one, where we can all get back to some type of normalcy as I know all of our lives have been turned upside-down lately. One thing that we saw last summer was that Oregonians turned out in record numbers to go boating on our waterways. I know some of you had a hard time managing the crowds that showed up at your facilities in a safe manner while others had to close places like fish cleaning tables, restrooms, conference centers, and other indoor areas where people typically congregated. All this while the ongoing issues surrounding abandoned and derelict vessel management continued with its own set of new challenges. This leads us to the main theme of this issue of the newsletter: How can we all partner together to try and turn the tide on the number of unseaworthy, neglected, and derelict boats that plague our waterways? We continue to see this pattern of older boats moored in marinas year-round, eventually leading to abandoned boats left for marinas and the State of Oregon to foot the bill for clean-up costs and subsequent disposal. Some marinas have these issues well under control and we thank you for being so persistent with your moorage customers to comply with all of your marina rules and the applicable state laws, but we are aware that some boat owners can be difficult to work with regarding compliance. My hope is that we can take this opportunity to partner together more than we have in the past, hold boat owners responsible for the condition of their boats and help them comply with all of the applicable rules and laws.

Here's to a better year ahead!



NEW PROGRAM STANDARDS

Over the last 14 years, the Clean Marina Program standards for compliance have remained consistent. The checklist has seen minor modifications, such as expanded standards on liveaboard policies and checklist reorganizations, but there have been few substantive changes. Since the inception of the Clean Marina Program, the following items have never been officially evaluated: compliance with Oregon's boat registration requirements, seaworthiness of boats moored at the docks, and insurance coverage for the salvage and clean-up of abandoned and derelict vessels (ADVs). Given statewide challenges with registration compliance and a sharp uptick in the number of ADVs plaguing our waterbodies, the time is right to add these three requirements to the standards of the program.

Over the past few summers, during my site visits I began to determine the compliance rate for moored boats and their Oregon boat registration requirement (Oregon Revised Statute 830.770). The results have been disappointing, with only a select few marinas having a compliance rate of 80% or better. There are also some facilities where the compliance rate is hovering around 60% on some docks. When asked about low compliance with state law, marina managers have indicated several reasons. The most common is owners being unwilling to keep registration tags current despite being notified by the marina of the requirement to do so. However, in almost all cases, I find that the boat owner is current on their bills with the marina. Additionally, when I ask if managers are working with their County Sheriff Department's Marine Patrol deputies to correct the noncompliance issues, the answer is often no.

In all cases, the marina has a signed moorage agreement with the boat owner stating all boats must comply with state and

federal regulations (i.e. boat registration among other requirements) while a few marinas explicitly state the registration laws in their moorage rules.

More and more, I am also observing derelict boats where owners have disappeared and left the marina moorage bills unpaid and boat registrations expired by many years. To add to an already challenging situation, most of these boats are unseaworthy and have been that way even prior to owner disappearance. For these reasons, we have made the decision to start having certified facilities strive for, and try to maintain, a 90% compliance rate with boat registrations on their docks. Compliance rates may be randomly checked by OSMB staff throughout the year with a focus on checks during the summer months. Additionally, all boats will be required to be kept in a seaworthy condition and an adequate marina insurance policy is held to cover all moored boats in the facility for salvage and environmental clean-up costs. Conversely, boat owners can carry such insurance policies if they list the marina as a secondary notification entity.



This boat was showing a 2009 sticker during a site visit in the summer of 2020.

NEW PROGRAM STANDARDS cont.

These new program standards are a way for marinas and the OSMB to work more closely together to try and hold boat owners accountable for maintaining their moored boats on Oregon's waterways. I have been told by many managers that boat owners sometimes just ignore the requests made to them for compliance with moorage rules and state law. Therefore, the OSMB has initiated a pilot project with the Lincoln County Sheriff Office to improve this situation. During the spring and summer months this year, we will be working more closely with marina managers in Lincoln County to communicate with boat owners to improve accountability and give an opportunity to comply with boat registration requirements. Additionally, if needed boat owners will be put on notice (possibly by issuing a letter of non-compliance by the OSMB) to fix unseaworthy boats, so they do not become derelict and abandoned in the near future. Our law enforcement partners in Lincoln County have agreed to become more active around this issue (will issue enforcement warnings and citations) and we will use this opportunity as the example on how to implement a robust partnership initiative with us all playing our part to improve the conditions out on the docks. After hopefully a successful summer, we will provide an update to this project with the intent of implementing it state-wide. If you want to also start a similar initiative with law enforcement in your area this year, then let me know and perhaps we can approach your Sheriff's Department for their cooperation.

During the winter months when recreational boating activity is at its slowest, it is the perfect time of year to communicate with your customers about any issues their boats are having and ask them to comply with all of your written moorage rules and state boating laws. I look forward to working with you all more closely this year with these new program standards so we can together hold boat owners accountable and turn the tide.

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.

SEAWORTHINESS

SEAWORTHINESS – WHAT DOES IT MEAN AND HOW SHOULD BOAT OWNERS BE HELD RESPONSIBLE

Now that there is a new standard for us to work on implementing together, it begs the question: What does seaworthiness mean? We can all agree that boats moored on the water in Oregon should be used for on-water travel and be kept in an operational condition and not creating a present or future environmental hazard.

The Merriam-Webster dictionary definition of seaworthy is simply this: A vessel that is fit or safe for a sea voyage. Marinas are starting to adopt more stringent requirements of their moorage customers in recent years, adding language to their rules and regulations. Below are a couple great examples:

Port of Columbia County

SEAWORTHY BOATS ONLY.

Vessel and Boats shall be in a seaworthy condition and shall not be permitted to create a danger or hazard. If an authorized Port representative finds a boat or vessel to be unseaworthy or a danger or hazard, the Port may have the boat or vessel removed from the Marine Park at the tenant's or owner's expense. The Port shall have the right to require inspection of any boat in the Marine Park to determine seaworthiness and adherence to fire and safety requirements. Such inspection will be done at owner's expense.

Salmon Harbor Marina

SECTION 8: VESSEL SHIP-SHAPE

8.1 VESSEL SEAWORTHINESS

8.1.1 Vessels moored in the Harbor must be completely without hazardous conditions, must be operational and have current title, license and registration, as determined solely by the Harbor, and ready for cruising in local waters.

8.1.2 Any Vessel deemed unseaworthy, as determined solely by the Harbor, may be boarded to allow for further inspection in order to prevent hazard to the docks or waters.

8.1.3 Vessels which, because of their size, condition, or construction, are deemed by the Harbor to be hazardous to Harbor property or other Vessels, may be denied moorage or have their moorage immediately terminated. In the event of moorage termination, the Owner must remove the Vessel from the Harbor immediately. Provided, however, that the Harbor may take, at the Owner's expense, all actions necessary, including hauling the Vessel out of the water, if the Harbor believes that the Vessel is in immediate danger of sinking or damaging other property. The Harbor may require the Moorage Customer to provide, at no cost to the Harbor, additional information (such as a marine survey) to establish seaworthiness.

8.1.4 Although the Harbor shall have no obligation to maintain or monitor Moorage Customer's Vessel, if the Harbor determines the Vessel is in peril, or has placed other Vessels or persons at the Harbor Facility in peril, the Harbor may elect to render aid and require reimbursement by the Moorage Customer for any costs incurred by the Harbor as additional fees. In the event that the Moorage Customer's Vessel releases pollutants and/or sinks, Moorage Customer will be responsible for cleanup and/or removal of the Vessel and restoration of the berthage slip in compliance with all applicable laws and regulations immediately upon demand by the Harbor.

8.1.5 Moorage Customer grants the Harbor free access to the Vessel for the purpose of compliance with this Moorage Agreement. The Harbor does not assume any responsibility for the Moorage Customer's Vessel when reassignment of berthage space or emergency services are necessarily provided.

8.1.6 Customer shall always keep the vessel in seaworthy condition and fully operable while in the water and shall secure and otherwise attend to the needs of the vessel.



SEAWORTHINESS, cont.

8.2 VESSEL DEEMED HAZARDOUS OR IN DANGER OF SINKING

8.2.1 Any Vessel which, in the opinion of the Harbor, is in danger of sinking, sustaining any other damage, or is a hazard to any other Vessel(s) or the premises, may immediately and without notice be moved and may be placed in storage ashore. All expenses and risk of loss or damage resulting there from shall be borne by the Vessel Owner, as shall the cost of any salvage services have rendered by the Harbor.

8.2.2 All Vessels moored in Salmon Harbor must be kept neat and clean of debris and in an uncluttered state. No tarps or clotheslines permitted on Vessels.

These moorage rule examples are from two publicly owned facilities, but private marinas are incorporating these requirements into their moorage contracts as well. It's not well understood the culpability of a marina but if a boat falls into disrepair, then its the responsibility of the owner to remedy the condition of their moored boat in order to remain in good standing with the marina. Marina staff walk the docks daily and can take note of a boats condition over time. The Marine Board contracts with local sheriff's offices for marine law enforcement services that include verifying current boat registrations, and the Clean Marina Program strives to provide technical assistance to help marinas comply with state and federal environmental laws. If

owners of unseaworthy boats do not respond and address the problems identified by a marina, then Marine Board staff can issue a letter of noncompliance to the boat owner to support the marina's request. We recognize that some boat owners live in other states, but that does not relieve them from their responsibilities to take care of their moored boat in Oregon. We are also cognizant that the pandemic has contributed to the problem, so we have to accept the current situation and work through it the best we can and try to make progress.

Someday in the not-too-distant future, it would be great to walk docks at marinas state-wide and see 90% registration compliance and all moored boats in a ship-shape condition (not restored or in a new condition, but rather orderly, uncluttered, and seaworthy). This would certainly lead to much less work for everyone involved in marina management and save us all money and time taking care of these issues repeatedly.



Its obvious that none of these boats are kept in a seaworthy condition. These boat owners should be held accountable to fix the problems.



FEDERALLY DOCUMENTED BOATS

Yes, They Must Comply with State Registration Requirements

One of the biggest misunderstandings I have come across over the last several summers during my marina visits is the registration requirement for federally documented recreational vessels. Some boaters and marina managers are under the impression that these boats are not required to register with the state, which is untrue. The federal documentation that some boat owners have is their ownership document— think of it as the alternative to having a state-issued title. However, state registration requirements still apply. Below are two questions that the U.S. Coast Guard has listed on their vessel documentation page:

WHAT IS VESSEL DOCUMENTATION?

Vessel documentation is a national form of registration. It is one of the oldest functions of Government, dating back to the 11th Act of the First Congress. Documentation provides conclusive evidence of nationality for international purposes, provides for unhindered commerce between the states, and admits vessels into certain restricted trades, such as coastwise trade and the fisheries. Since 1920, vessel financing has been enhanced through the availability of preferred mortgages on documented vessels.

IS A DOCUMENTED VESSEL EXEMPT FROM STATE JURISDICTION?

No, all documented vessels must comply with the laws of the state in which they are operated. The vessel's document must be shown to state law enforcement personnel upon their demand. States may require documented vessels to be registered (but not numbered) and to display state decals showing that they have complied with state requirements.

The following website link will take you to the U.S. Coast Guard's website with lots more information about their documentation program: [National Vessel Documentation Center - FAQ \(uscg.mil\)](http://www.uscg.mil/nvd/faq/)
It's very clear both in Federal and State law that all recreational boats being used in Oregon are required to comply with registration and titling requirements. Listed below is the Oregon statutes and rules regarding this requirement:

Oregon Administrative Rule (OAR) 250-010-0051:

Definition of "Operate" and "Otherwise Use a Boat on Water"

- (1) For the purpose of ORS 830.700(5), the term "operate" means to navigate or otherwise use a boat on water:
- (2) The term "otherwise use" includes, but is not limited to, being at anchor, adrift, moored on the water, use as live-a-board residence on water or otherwise being afloat on the waters of this state.
- (3) A boat does not have to be "underway" to be in use for the purpose of titling and registration requirements as provided in ORS 830.070 to 830.830.

Oregon Revised Statute (ORS):

830.775 Operation of certain boats without certificates of registration.

(1) Notwithstanding the provisions of ORS 830.705, 830.710, 830.770, 830.780 to 830.805 and 830.830 to 830.870, no person shall operate a boat which is not used for commercial purposes and has a valid marine document issued by the United States Coast Guard or any federal agency which succeeds to the duty of issuing marine documents unless:

- (a) The owner holds a certificate of registration issued in the name of the owner as owner.
- (b) The certificate is carried on the boat.
- (c) A decal awarded to the boat is conspicuously displayed.
- (2) *The State Marine Board shall issue a certificate of registration and a decal that recites its issuance by the board as prescribed by ORS 830.790*

FEDERALLY DOCUMENTED BOATS cont.

830.800 Expiration of certificate of number; renewal of certificate and stickers.

- (1) A certificate of number expires on December 31 of the year indicated on the certificate.
- (2) The State Marine Board may require the surrender of the expired certificate of number before issuing a new certificate of number.
- (3) The identifying number awarded to a boat by the board shall remain the same.
- (4) An application for renewal of a certificate of number shall be made in the same manner as provided in ORS 830.785. The application shall be accompanied by the fee prescribed by ORS 830.790. The board shall renew certificates of number and issue validation stickers in the same manner as provided in ORS 830.795. [Formerly 488.740]

Penalty: Class B Violation = \$265 Citation

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- (3) A boat does not have to be "underway" to be in use for the purpose of titling and registration requirements as provided in ORS 830.070 to 830.830.

Oregon Administrative Rule 250-010-0040

Oregon Boat Numbering System

- (1) The numbering system adopted for use in the State of Oregon shall consist of the State Designator (OR) followed by the maximum of three digits and three letters. The letters "O," "I," and "Q" and offensive combinations shall not be used. Examples: -1- OR-1-AA through OR-999-AA-2- OR-1-AB through OR-999-AB-3- OR-1-AAA through OR-999-AAA
- (3) These numbers shall be placed on each side of the forward half of the vessel in such a position as to provide clear legibility for identification. The numbers shall read from left to right and shall be in block characters of good proportion not less than three inches in height. The numbers shall be of a color which will contrast with the color of the background and so maintained as to be clearly visible and legible, i.e., dark letters on a light background, or light letter on a dark background.
- (4) With each Certificate of Number issued by the Board there shall be issued a set of 3"by 3" validation decals. The decals shall be placed on each side of the vessel, three inches aft (towards the stern) and directly in line with the registration numbers.
- (5) *Documented vessels issued a certificate of registration and validation decal under [ORS 830.775 \(Operation of certain boats without certificates of registration\)](#), shall display the decals on both sides of the aftermost part of the hull in the upper, square foot, below the deckline.*

So, there are the state requirements. Fifty-eight percent of the agency's funding comes from title and registration fees which help fund marine law enforcement, provide boating facility grants, and also help fund the abandoned and derelict vessel sub-account. Here is a link to the agencies budget page for more information: <https://www.oregon.gov/osmb/info/Pages/Business-Services.aspx>. We are commonly referred to as an independently funded state agency and we need your help to make sure boaters that are moored at your marina are held accountable and in compliance with state laws.

BIENNIUM WRAP-UP: MARINE BOARDS ROLE IN ADV RESPONSE

By Dorothy Diehl

The Mission of the Oregon State Marine Board (OSMB) is to *serve Oregon's recreational boating public through education, enforcement, access, and environmental stewardship for a safe and enjoyable experience*. A safe and enjoyable experience for recreational boaters is threatened when abandoned and derelict vessels (ADVs) create navigational hazards in boatable waterways, release unhealthy materials into the environment, or impede access to facilities.

In order to help address the impacts of ADVs statewide, the OSMB is authorized in statute and sets aside \$150,000 per biennium (every two years) that can be spent on the removal, towing, storage, and disposal of ADVs. This funding is housed in the OSMB's Salvaged Vessel Subaccount. The OSMB may pay contractors for such services or may reimburse another agency for costs incurred related to these activities. Titled vessels are private property regardless of where they are located, and proper procedures must be followed in order to lawfully seize an ADV.

Since the beginning of the 2019/2021 biennium (beginning July 1, 2019) the OSMB has contributed funds from the Salvaged Vessel Subaccount toward the removal of 44 ADVs.

All ADVs removed in the current biennium were under 40' in length, with most of them falling within the 20-30' range. Nearly every vessel was fiberglass and retained no monetary value. Most of the removals took place in Multnomah County, followed by Clatsop, Columbia, Yamhill, and Douglas. Only three of the vessels had current registration. The majority of the boats had not been registered in many years with the average length of time between expiration and seizure being approximately 5 years.

Of the 44 ADV removals, 29 were funded in full by the OSMB through independent contracts; 4 were funded in full through reimbursements to other agencies; 10 were funded in part through a 50/50 cost-share with the Department of State Lands in which the OSMB carried out the seizures, administered the contracts, and paid a portion of the total cost; and 1 was funded in part through a reimbursement to another agency. A small number of partial reimbursements to other agencies are still anticipated.

The cost per vessel for removal, storage, and disposal varied widely due to factors such as size and type of vessel, condition of the vessel, the water depth and current, hazardous conditions, towing distance, necessary equipment, and overall complexity. For these reasons it is difficult to predict the cost of a proposed ADV removal. For example, the most expensive ADV response the OSMB contributed to this biennium was a 32' cabin vessel that was abandoned at a Columbia County dock and quickly sank in September 2020. The removal was challenging and complex, even for a highly experienced contractor due to the vessel's position underneath the dock. The removal action itself cost over \$36,000, with transportation and disposal bringing the total to over \$40,000. (The OSMB was able to support Columbia County's efforts by providing procedural assistance and contributing \$4,000).



MARINE BOARD ADV SUMMARY cont.

By contrast, the OSMB has contributed to the removal and disposal of four other ADVs of very similar size and type, but due to the unique circumstances around each removal, those costs ranged from approximately \$5,000 to \$12,000.

Due to the increasing prevalence of abandoned and derelict boats, especially on waterways in and around the Portland Metro area and along the coast, the OSMB cannot contribute funding to the seizure and removal of every potential ADV that is identified or reported; however, staff readily provide technical assistance and coordination to help other agencies address ADV concerns even if funding is not available. OSMB staff regularly attend community and stakeholder meetings regarding ADVs and actively seek and promote collaboration across jurisdictions. One way that the OSMB hopes to increase its positive impact on the ADV situation is through the new Abandoned Vessel Removal Assistance Program (AVRAP), made possible through a funding partnership with the NOAA Marine Debris Program. Read more about AVRAP on page ten of this newsletter.

OSMB recognizes that this is a growing issue that needs attention from many angles. We continually strive to identify creative ways to make progress on this issue to provide a safe and enjoyable boating experience for Oregonians. If you would like to discuss this issue with OSMB staff, please reach out to Dorothy Diehl at Dorothy.Diehl@oregon.gov.



ABANDONED VESSEL REMOVAL ASSISTANCE PROGRAM

Over the past decade, Oregon has seen an increase in the number of abandoned and derelict vessels (ADV) that are present on our waterways and moored at private marinas and public ports. These vessels can become very expensive for a marina to dispose of when they become abandoned and are left for the marina to manage. In addition, these ADVs pose a serious threat to the environment in most cases, so it is vital that all parties involved with managing recreational boating (government agencies and marina managers) take significant steps to mitigate the problem. Due to the increase in the severity of the issue, the Oregon State Marine Board (OSMB) applied to the National Oceanic and Atmospheric Administration's (NOAA) Marine Debris Removal Grant Program late in 2019. We were notified last year that our application was approved and have been developing the program since then. Our grant award is for \$50,000 in federal funding to be matched by \$50,000 in OSMB state funding for a combined \$100,000 for removal and disposal of ADVs at certified Clean Marinas in Oregon. This is a two-year project with the same amount of funding for both 2021 and 2022. There will not be any cost share required by participating marinas but assistance during boat removals at marinas by their staff will be coordinated and an increased level of oversight on boats moored at participating facilities will be expected.

During last summer's recertification site visits, marinas were notified of this opportunity and asked to identify boats that should potentially be removed during the next two summers. Boats that are still floating and securely tied to docks will receive the highest priority with on-land boats being considered on a case-by-case basis. In November, marinas around the

state that indicated they had ADV issues were sent application materials to apply to the OSMB under this new initiative called the Abandoned Vessel Removal Assistance Program (AVRAP). Applications were due by January 31, 2021 for the first round of boat removals planned for this coming summer.

We received applications from 11 ports and marinas with 23 boats identified for removal consideration. We are now in the process of evaluating applications and developing a list of prioritized boats for removal. Additionally, we are working with facilities regarding their capabilities to provide technical assistance with the work. Going forward, we will work with applicants to get vessel ownership documents completed or moved along to the next steps and assessing boats to determine their likelihood of having hazardous materials. Plans will then be developed to deal with any toxic pollutants safely and properly. Boat removal logistics and contracts will be finalized in May and June, with removals expected to begin soon after.

Thank you to all that supported OSMB's application to the NOAA program and that have applied for this opportunity to partner together on this project. We will implement a Phase II for this project next year that may look a little bit different, so stay tuned for more details later this year.

What is an abandoned and/or a derelict boat?

Abandoned vessels are those left without authorization on public or private land, or State waters.

Derelict vessels are those vessels that are sinking, actively polluting, obstructing a waterway, or endangering life or property.

An enforcement agency has the authority to seize vessels that meet these definitions.

SOME OF THE BOATS SUBMITTED TO THE AVRAP FOR REMOVAL



MAINTAINING YOUR PUMPOUT AND DUMP STATIONS

Maintenance Matters – Pumpouts and Portable Dump Stations

As we start to experience warmer weather and boaters are more active on the water, consider the following maintenance checks for pumpout and dump station equipment.

Pumpout Station:

- With the enclosure off, check on the condition of the pump. Are connections tight and intact? Is there any evidence of liquids leaking from the pump?
- Turn the unit on, open the nozzle handle, and run water through the system. Look for any leaks that are occurring at the pump input or output connections.
- Check for any holes or cracks in the hose that connects to the pumpout.
- Rotate the handle on the nozzle to ensure it opens and closes easily. Replace the nozzle tip if there are signs of cracking or splitting.
- Continue with regular “bucket tests” and note the time it takes to drain a five gallon bucket. The timing of a bucket test should take less than 20 seconds. If it is taking longer, there could be air leaks at the connections or consider checking the internal hose within the pump for extensive wear.

If you need replacement parts for accessories such as the external hose, nozzle handle, and nozzle tips, these can be found at the pumpout manufacturers' websites.

Portable Toilet Dump Station:

- Remove the enclosure panel and check under the disposal basin for any leaks or issues.
- Confirm the interior water and line connections are tight.
- For areas where freezing occurs, ensure none of the water lines have cracked or broken.
- While the system is on, the freshwater rinse should be running as well as through the rinse-down hose.

Maintenance videos are available online to help with these steps at the following link:

<https://www.youtube.com/user/MarineBoard/playlists>

Contact the pumpout/dump station manufacturer for technical advice as needed.

Thank you for all of your efforts to keep pumpout and dump stations available. Boaters appreciate access to these facilities so they can keep sewage out of local waterways.

OSMB CVA Grant Program Contact: Janine Belleque, Facilities Section Manager

Janine.Belleque@oregon.gov; 503-378-2628

DEPARTMENT OF ENVIRONMENTAL QUALITY NEWLY UPDATED GENERAL PERMIT COVERS DISCHARGES FROM SPORTFISH CLEANING STATIONS

DEQ's new permit for commercial seafood processing contains important information for marinas and parks that offer space for sport anglers to clean their catch. Since any discharge of waste to waters needs to be controlled or treated to prevent pollution and comply with state law, DEQ included requirements for these tables in the new permit issued in September of 2020. The coverage under the permit is free and automatic as long as the conditions of the permit are met. You can find the entire permit here:

<https://www.oregon.gov/deq/wq/Documents/wqp900JPermit.pdf>

In brief, the requirements are:

- Discharge less than an estimated 500 pounds of fish cleaning residuals a day.
- Cut or grind residuals into pieces approximately one inch or smaller. Installing a drain screen that will only allow one inch or smaller pieces to pass will meet this standard.
- Adequately disperse residuals into the water body in a manner that prevents deposits, nuisance odors, or decreased aesthetics.
- Inspect the station at least twice a year to determine that it is functioning properly. Records of the inspections must be maintained by the owner or operator and made available to DEQ upon request.
- Comply with applicable Schedule F conditions of the permit.

Recreational Sportfish Cleaning Station means facilities provided by cities, ports, marinas or similar entities exclusively for the use of recreational and/or sportfish anglers and their licensed guides to clean limited amounts of fish caught by holders of valid recreational fishing licenses. These stations are not for commercial processors.

Local government rules may also apply.

For more information you can contact:

Tiffany Yelton Bram

WQ Source Control Manager

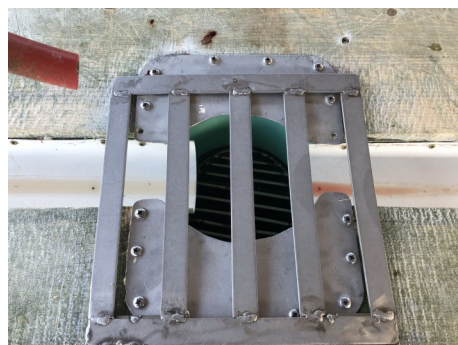
Northwest Regional Office

Oregon Department of Environmental Quality

700 NE Multnomah St., Suite #600

Portland OR 97232

Tiffany.Yelton-Bram@state.or.us



The Port of Gold Beach has a fish cleaning table that already meets these new standards. Many other Ports have also upgraded their tables to include similar grates or screens to cover the discharge drainpipe and only allow the 1" or smaller pieces to pass through.

DEPARTMENT OF STATE LANDS—ADV 2020 SUMMARY OF ACTIVITIES

By Jacob Taylor

2020 brought with it a series of challenges that made solving Abandoned and Derelict Vessel (ADV) concerns difficult at times. COVID-19 and its economic impacts on individuals, families, and businesses limited DSL's ability to remove vessels. Despite this, the Department made strides forward in its ADVAC work and commitment to keeping Oregon's streams, rivers, and waterways healthy. DSL removed vessels and trash from Oregon's beds and banks. The Department has been able to fund a new position that is dedicated, in large part, to ADV matters. DSL is also examining options to reduce the number of new ADVs entering Oregon waterways. Additionally, we continue to work on raising the visibility of ADV issues through our communication channels, while strengthening our relationships with local stakeholders, and including ADV work in our long-term planning.

Throughout 2020, DSL participated in the removal of 18 ADV's from state-owned waterways. Agreements with the Oregon State Marine Board, Multnomah County Sheriff's Office, and a myriad of outreach organizations aided us in these efforts. The Department also removed 8.86 tons of waste from the banks of Oregon's waterways, efforts that were often coordinated with ADV removal work. Collaborations with local governments and other organizations are essential to our success as they are mutually beneficial and help leverage our resources to stretch them further.

DSL also began concentrating on the insurance requirements set forth as part of our waterway leasing program. Updating insurance requirements may help to halt the progression of abandoned vessels into

derelicts, reducing the frequency of occurrences through increased protections. The Department has invested a significant amount of time into examining what insurance policies would be best in the many different use cases on state owned waters.

In 2020, the Department added a new team member, Jacob Taylor, who is assisting the team by focusing on ADV work. Jacob is the Outreach and Compliance Coordinator and will be working closely with local parties to track and coordinate ADV efforts. Additionally, Jacob will be focused on camps that establish on state owned lands, as well as associated issues, like trash and waste disposal.

[To increase awareness and facilitate communication, DSL created an Abandoned and Derelict Vessels and Camping webpage to share information on ADV's and camps that effect state lands.](#)

(Click above by holding down the "Ctrl" button on your keyboard and clicking your left mouse button at the same time)

DSL continues to be committed to our role protecting the beds and banks of Oregon's waterways. The agency's 2021-2025 Strategic Plan takes steps toward an ADV solution and shows a continued effort to ensure the public trust values of Oregon are protected through sound management of state-owned submerged and submersible lands. We aim to set an example of how to steward public lands and waters, and recognize that addressing the growing ADV problem is essential in this effort. DSL looks forward to continued relationships with our partners as we work together to reach our common goals.

AQUATIC INVASIVE SPECIES PROGRAM UPDATE 2020 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 five 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 and Umatilla opened in May and closed in September or October (Umatilla). The five Watercraft Inspection Teams (WIT) conducted 23,043 watercraft inspections and watercraft decontaminations, including 12 for quagga or zebra mussels (*Dreissena rostriformis bugensis*, *D. polymorpha*).

In the 2020 fiscal year, revenue generated from AIS Prevention Permit totaled \$818,415. The AIS Prevention Program provided (either partial or full) funding for eight full-time positions, and nine seasonal or part-time positions. Additionally, these funds supported law enforcement activities such as checking boaters for a current Waterway Access Permit and enforcing

mandatory stops at watercraft inspection stations. State and county law enforcement officers issued 1,031 warnings and 97 citations for failure to possess a Waterway Access Permit; 233 warnings and 45 citations for failure to stop at a watercraft inspection station.

We received additional funding from the US Army Corps of Engineers as part of the Water Resources Reform and Development Act (WRRDA) for \$489,570; these monies help fund additional inspectors and hours of operation at the inspection stations.

During 2020, the watercraft inspection program faced several challenges due to COVID-19 and wildfires. We observed lower compliance rates, fewer inspections and almost zero in-person trainings or outreach activities. We delayed opening three of watercraft inspection stations due to COVID-19 and governor recommendations. Additionally, during the wildfires we had to intermittently close some of our inspection stations due to poor air quality and proximity to wildfires.

To read the rest of the report you can find it by clicking (hold down the "Ctrl" key on keyboard and click your left mouse button at the same time) this link to the OSMB website:

[AISPP 2020 AnnualReport Final.pdf \(oregon.gov\)](#)



Photo by ODFW, inspection station open during Summer 2020 wildfires.

GOLD ANCHOR AWARD



Annual Gold Anchor Awards

Introducing the annual Gold Anchor Award Program! The top two marinas with the highest scores during their summer recertification site visits will be awarded this honor on behalf of the Marine Board, and highlighted in this section of the newsletter. Award recipients will also be given a framed certificate signed by the agency Director. We realize that all program participants are doing good work and by remaining a certified marina after your reoccurring three-year evaluation, this is an accomplishment in of itself. However, every summer a few marinas stand out as going above and beyond, and we would like to formally recognize those facilities. This year's recipients of the inaugural awards are the Port of Columbia County at their Scappoose Bay Marina and the Port of Garibaldi along with the Garibaldi Marina.

Port of Columbia County

The staff at the Scappoose Bay Marina have really gone above and beyond with their management of this site over the years. Maintenance Supervisor Randy Barnes and his staff of Terry Kent and Adam Milner have done an amazing job at keeping this very busy boating facility running smoothly. During our site visit last summer, we found only one boat that did not have a current registration sticker on it (it was federally documented) and zero ADVs were present! All boats appeared to be in a seaworthy condition, the marina has an insurance requirement for all of their moorage customers and the site is always clean and tidy. Additionally, there is a paddle-craft rental business onsite that contributes to a very busy environment. The Port is successfully managing powerboating and paddling together and separating their access to the water so everyone can enjoy their time out boating.

Port of Garibaldi and the Garibaldi Marina

In case you didn't know, the Port and the marina facility together make-up a mix of private ownership at the marina (with the fuel dock) along with the public Port. You would not know that two separate facilities existed as that is how well the two work together and complement each other. The Port's manager, Michael Saindon, and the maintenance supervisor David Olson, do an excellent job along with marina owner/manager Jeff Folkema. This past summer, there were only a couple of boats that did not have current registration stickers and no recreational ADVs. The Port's maintenance staff do a great job keeping all the infrastructure functioning well and they have an exemplary set of moorage rules that are actively enforced. Every time I visit this site, the parking lot is full and the boat ramp is busy. Jeff seems to always take extra care when operating his fuel dock and the Port participates in the Fishing for Energy Program supported by NOAA and their Marine Debris Program (see below for more information)

[Fishing for Energy | OR&R's Marine Debris Program \(noaa.gov\)](https://www.noaa.gov/fishing-for-energy)

Congratulations to this year's recipients of the Gold Anchor Award. Great job!

PROGRAM CERTIFICATION UPDATES

In 2020, 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, and that final step would be completed to award the marina its certification credentials and their complementary oil spill response kit. Unfortunately, three marinas this past year were not able to officially complete the certification process, but based on information from the marina managers during email correspondence following an initial site visit, these facilities have been determined to be meeting the program standards (except for perhaps a missing sign to be delivered this coming summer) and will have their certification process completed during the upcoming months.

Please welcome these three facilities to our Clean Marina Family!

Eugene Yacht Club – located on Fern Ridge Reservoir

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

Special note: at the time of publication, a certification site visit has been scheduled for March 30th.

I want to thank the managers at these facilities for their patience during these difficult times we have all experienced this past year and sticking with the OSMB to wait for the official completion of the certification process that will be coming soon.

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 2020:

- Port of Garibaldi (Garibaldi)
- Garibaldi Marina (Garibaldi)
- Port of Columbia County (Scappoose)
- Salmon Harbor Marina (Winchester Bay)
- Port of Coos Bay—Charleston Marina
- Port of Brookings Harbor (Brookings)
- City of Umatilla Marina (Umatilla)
- Sundance Marina (Portland)
- City of Irrigon Marina (Irrigon)
- St. Helens Marina (St. Helens)
- Port of Astoria:
- West Basin Marina
- Boatyard Facility

Port of Newport—South Beach Marina

McCuddy’s Marinas:

- Marine Drive (Portland)
- The Landing Marina (Scappoose)

Columbia Crossings Marinas:

- Tomahawk Bay (Portland)
- Hayden Bay (Portland)
- Jantzen Bay (Portland)
- Island Cove Floating Homes (Portland)

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.

INTRODUCTION TO BUSINESS OREGON



Hi, I'm Stephanie Prybyl, responsible for the Ports Programming within Business Oregon, the state's economic development agency. Our Department staffs several boards and commissions, which oversee various agency activities to ensure a coherent and integrated approach to economic development across regional service areas.

Business Oregon has been home to Ports Programming since the 1970's. By law, the agency serves as the statewide coordinating, planning and research entity for all ports which supports the state's policy of including Oregon's ports in planning and implementing economic development. I assumed responsibility for the effort in October 2019. In my role, I work with all twenty-three (23) of Oregon's public ports over strategic business planning, grants and loans for infrastructure projects and management of the state's dredging equipment.

Additionally, our agency engages cooperatively with other organizations that support ports. To this end, I coordinate among many valued stakeholders over matters of interest to port districts and their diverse business models. Because Business Oregon and OSMB have ports in common, I wanted to extend ports programming as a resource to OSMB partners. For instance, if in your work on boater registration, safety, boating facilities, environmental quality or if you interact with the ports community, please get in touch. I would be happy to communicate and collaborate with you over port matters. By working together, we may find a better way of meeting our respective agency missions and delivering public service.

If you have any questions about port districts, ports programming or Business Oregon, I would appreciate hearing from you. My cell is 503-949-1710 or you can send me an email at Stephanie.prybyl@oregon.gov



Port of Coos Bay's Crew on the State's Dredge



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marine.board@oregon.gov

Find Us Online

<https://boat.oregon.gov>

Connect with us
Online!



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@oregon.gov or 503-856-6709