

OREGON CLEAN MARINA NEWS



Spring 2023

A MESSAGE FROM THE PROGRAM COORDINATOR

By Glenn Dolphin

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Welcome everyone to the 2023 edition of Clean Marina News! This past year saw the program activities return to levels that were more like pre-pandemic times. The summer field season in 2022 had me traveling to perform re-certification site visits at 22 marinas, with all of them receiving passing scores. There were nine marinas that saw a change in either the manager or harbormaster positions, resulting in opportunities to provide those new staff with program orientation trainings. It's been great to see these new marina staff embrace the program just as much as their predecessors had before them. Our Clean Marina community also had two new additions this past year bringing our statewide total to 63 certifications. You can read about these new facilities inside on page 11. Multiple spot checks were completed last summer as well, with most sites passing but with a few needing to address non-compliance issues with program standards. In all of the circumstances the deficiencies were corrected by marina staff in a very timely fashion once they had been contacted and asked to remedy the shortcomings.



Over these past two years the new program standards for the prevention of abandoned and derelict vessels (ADVs) has been a priority for marina management to address as re-certification site visits occur. While good progress has been made, there is more to be accomplished. With the re-certification cycle occurring every three years, this coming summer I will complete the final round of evaluations for facilities that haven't been scored yet on these new standards.

Currently, there are several marinas that are working through the process of implementing the program standards with the hope that they will complete their certification process this year. However, there are still many marinas around the state that are not participating. Therefore, if you're reading this and know of a good candidate, please share this newsletter with them.

OUTREACH AT THE 2023 PORTLAND BOAT SHOW

In January, the Marine Board showcased the Clean Marina Program at its annual informational booth at the Portland Boat Show. This was the first time that the agency had the program as the featured topic, and it seemed to be well-received by the attendees who stopped by to ask questions. Elements of the program were on display showing boaters the emergency oil spill response kit provided to participating marinas, the free boater spill prevention kits, the framed plaques for the certification and the Golden Anchor award, along with the program flag. Boaters also got to see the specialized spill prevention oil pad that is given to participating

fuel stations (it hangs on the fuel dispenser nozzle), along with the “no spill jug” that temporarily attaches to a boat’s hull and covers the air vent opening to prevent small spills during typical fueling practices. Boaters also got to see a statewide map that showed the locations of all the certified facilities, along with the typical signage that a boater would see at a certified marina. Additionally, the clean boater practices of using sewage pumpout stations and floating

restrooms, along with the placement of bilge socks within engine compartments to soak up oil leaks, were all part of the booth’s display. The Marine Board highly recommends that participating facilities promote themselves as being certified within the program and take pride in your involvement as being environmental stewards of Oregon’s waterways.



**This Facility is a
Certified
Oregon Clean Marina.**

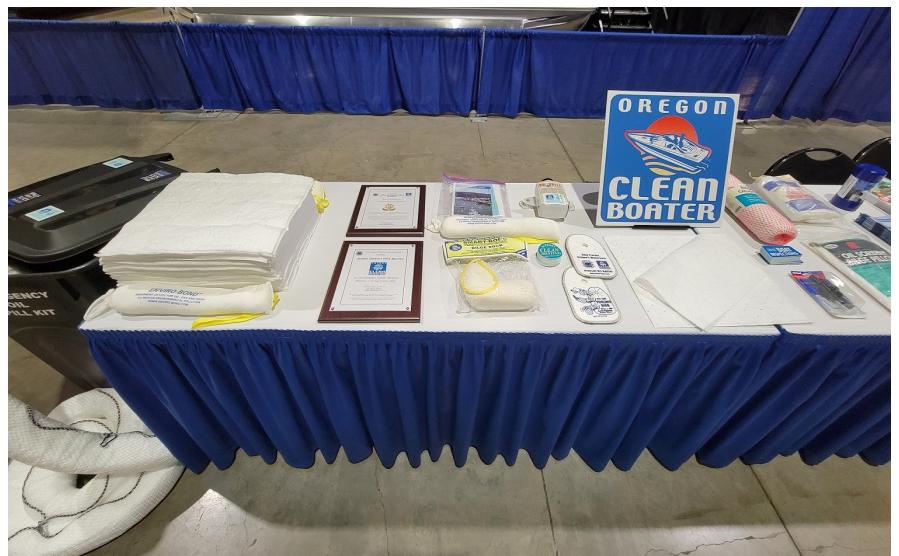
We take pride in our efforts to protect the environment from pollution.

Please help us maintain our facilities by following our established clean boating practices.

Thank you for doing your part to keep our waterways clean.



Marina certification sign



PROGRAM ITEMS AVAILABLE

A reminder to participating facilities that the items shown below are available and free to order. These include the required marina signage that might have become damaged and needs replacement, or perhaps you need a new flag. Maybe your boater spill kit supply has run low, or you have a fuel station and need a replacement “no-spill jug”, fuel nozzle custom spill pads or bilge socks. Please take inventory of these items and place an order to replace them if needed.



Oil spill reporting and certification sign—11”x17”

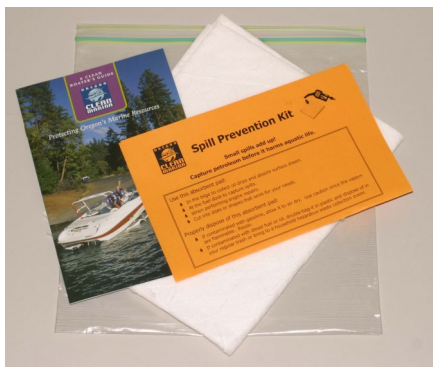
Fuel nozzle bib

REPLENISHING YOUR OIL SPILL RESPONSE 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.



Boater spill kit—boxes of 40 kits



AIS sign—18”x24”



Program flag



Boat bilge sock



No-spill jug

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) Final Project Summary

In August of last year, the Marine Board completed a successful multi-year NOAA grant funded project referred to as the Abandoned Vessel Removal Assistance Program (AVRAP). This project had several objectives; to conduct outreach to certified Clean Marina managers to determine the need for financial assistance to remove abandoned and derelict vessels (ADV), assist marina managers with an application to the OSMB for the removal of ADVs still floating within a marina, facilitate the removal of vessels from a qualifying marina either by marina staff or a hired contractor, and to collaboratively work with managers to implement some enhanced marina best management practices (BMPs) that should decrease the amount of new ADVs present at marinas in the future.

Project Summary:

Forty-six marina managers were contacted in November of 2020 and invited to submit applications for vessel removals. Over the next two years, a total of 38 vessels were removed from 12 marinas. The average age of the vessels was approximately 52 years (build year of 1970) and they ranged in length from 20' to 52'. Twenty-five boats were constructed of fiberglass, 12 were made of wood, and one was made of steel. The majority were sailing vessels with auxiliary motors and the rest were cabin motorboats. The total weight of vessels that were removed was 400,640 pounds (based on reports from the weight of debris delivered to disposal facilities). Additionally, 20,032 pounds of vessel debris was either reused or recycled.

By removing these 38 vessels under controlled circumstances while the vessels were still afloat, the aquatic environment

was protected from the potential impacts of a vessel sinking, breaking up, leaking, and leaching hazardous substances into the water.

Each of the facilities that received assistance in removing and disposing of vessels also entered into an official agreement with the OSMB. This agreement states they will implement the BMPs identified by the Marine Board to help prevent future abandoned vessels. Those BMPs include requirements for seaworthiness, insurance coverage, and state registration compliance.

This marina management challenge is one that can at times be complicated and frustrating to work through. Additionally, there have been reported ADVs at Clean Marinas since the conclusion of this project that the Marine Board is not fiscally able to assist with at this time. All that being said, the OSMB is very grateful for the support and collaboration of numerous partners on this project, and we will continue to seek opportunities to work with stakeholders on innovative ways to help prevent and address abandoned and derelict vessels moving forward.



The final project was with the Port of Newport and was completed in June 2022.

PUMPOUTS, DUMP STATIONS, AND FLOATING RESTROOMS

By Connie Sullivan (Oregon Sea Grant)

Winter is a great time to prep your Clean Vessel Act (CVA) equipment for the upcoming busy boating season! As you look forward to the stream of boaters using waterways and equipment, it's good to think about the supplies to keep on hand, both for cleaning the equipment and for doing quick fixes.

For floating restrooms, be sure to stock up on toilet paper, cleaning solutions, and chemical packets (if you need them). Check on how the tow trailers are holding up, the condition of the zincs and rub rails, and ensure the navigation lights are working properly.

For pumpouts, having an extra external hose, a few nozzles, and a spare sight glass are helpful. Using a metal lanyard to tie the nozzle to the handle may be a good solution if you find your nozzles go missing. This is also a good time to take a look at internal hoses and pumpout handles to make sure they aren't loosening up or crackling. For dump stations, a spare freshwater hose and nozzle are good to keep in stock.

For all equipment, replacing parts now will help you from having to do it on a busy summer day or when parts are hard to get in and equipment has to be offline. Check back on old maintenance logs; they may reveal other routine replacements and fixes that are specific to your equipment.

Some of you are in areas where equipment can be operational year-round. Be sure to keep an eye on the weather and prep the equipment for those cold spells. Being proactive and winterizing for a few days during a cold snap will save you the headache of broken equipment and having to replace parts.

If you ever need reminders on timing of maintenance or how to winterize equipment, be sure to check out our series of how-to videos:

<https://seagrant.oregonstate.edu/outreach-and-engagement/boater-outreach>.

I am happy to answer questions or to direct you to an equipment manufacturer to get more details. We recently held a series of CVA workshops and the pumpout and dump station manufacturers each provided lists of good parts to have on hand, troubleshooting steps, and winterization tips. If you need the info sent, email me and let me know what brand you have.

Thank you to everyone who work to help keep our waterways cleaner with the CVA equipment! I look forward to site visits this year. If any of you are interested in more information on the CVA program and in getting a grant to get equipment in your marina or park, please reach out to me Connie Sullivan, constance.sullivan@oregonstate.edu or Janine Belleque at OSMB Janine.belleque@boat.oregon.gov.



OVERVIEW OF THE MARINE BOARD'S REGISTRATION SECTION

By Andrew Popp OSMB Registration Program Manager

The registration section of the Marine Board is comprised of ten full time employees; one receptionist, two data entry, five title processors/ phone agents, a team lead, and a manager.

Our receptionist Renee handles the front counter, accepting applications and payments, entering sold boat notices, making address changes, receiving registration agent applications, handling returned mail, answering questions, and directing agency visitors.

Kristen and Sam, our data entry staff take care of filing, sorting, and batching incoming mail, help at the front counter, print titles and registration decals, prepare outgoing mail, process agent supply orders and finally, data entry of agent mail-in and lobby applications. Ashley is our new temporary employee who will be assisting with these tasks until the end of June.

Title processors are John, Krista, Amy, Zack, and Stephanie. They have the responsibility of answering our customers' phone calls along with reviewing, approving, and entering title and registration application data. Their job is challenging as they are expected to process our customers' transactions while balancing what is sometimes over one hundred customer phone calls per day.

Melinda is our section's team lead, she does a bit of everything in support of the unit such as training, helping with complex transactions and talking with our customers. She is also our registration agent liaison, acting as a point of contact for our agents across the state.

Andrew is the Program Manager and has been with the OSMB for almost one year. He came from the DMV Headquarters where he managed a unit that processed vehicle titles and registrations.

Department Workflow

Mail-in applications:

Paper applications mailed in by customers have the longest processing timeline. Staff sort and

batch each transaction in the order they are received. The main types of transactions are generally registration renewals, replacement titles, title transfers, and new titles. If the application is missing information, documentation or the fees submitted are incorrect, staff sends a follow-up letter to the customer to explain what is still needed to complete their transaction.

Agent batches:

The Marine Board has developed partnerships with approximately 60 boat dealers and sporting goods stores throughout the state that will accept applications and fees from boaters on the agency's behalf. These agents issue temporary permits to the customer and then submit the paperwork and fees to the Marine Board for final processing. Often, the agents will collect and submit them in group batches, which can affect the overall processing timeline for customers.

Online transactions with physical docs needed:

Customers can submit title and registration applications and pay fees online at the Boat Oregon Store and receive an electronic temporary permit right away. Original documents such as the Certificate of Title and Bill of Sale for title transfers still need to be mailed to the agency, but the boater can use their boat right away with the temporary permit.

Online registration renewals:

Boat owners who just need to renew their registration can do so online at our website. Since no physical documents need to be submitted, this is the least complicated and quickest of all the transactions.

The employees in our Registration Section are customer service focused, friendly and eager to help when called upon. We live our mission to serve Oregon's recreational boating public every day in a variety of ways. We are here to help and go the extra mile to ensure that title and registration issues are resolved so boaters can get out on the water!

ANNUAL GOLDEN ANCHOR AWARD Schooner Creek Boat Works

This annual award is now in its third year recognizing certified facilities that are going above and beyond with their efforts to protect the environment. We realize that all program participants are doing good work and that remaining a certified marina after your reoccurring three-year evaluation is a major accomplishment for all participants. However, every summer a facility (marina or boatyard) stands out as going above and beyond, and we would like to formally recognize those participants. The group eligible for this award are the facilities that completed their re-certification during the previous year's field season (Summer of 2022 for this cycle). The award recipient receives kudos from the Marine Board, is highlighted in this section of the newsletter, and will also be given a framed certificate signed by the Marine Board Director.

This year's award goes to the Schooner Creek Boat Works facility and their management of a large boatyard on Hayden Island in Portland. The General Manager at this boatyard is Pascal Le Guilly and this facility received its Clean Marina Certification back in 2011. Upon first entering this facility it's immediately evident that the staff take great care in keeping a very organized and clean facility. They actively recycle just about everything they can, from all metals used in projects to the standard cardboard, plastics, and glass. They even participate in a paint waste recycle program where all sanded paint dust (collected by high efficiency vacuum sanders equipped with HEPA filters) is stored in a large plastic bin lined with a heavy-duty storage bag, has an airtight lid, and is stored in an area with cover from the weather. This bin is then collected by the World Resources Company, which is an environmental risk management and recycling service company. This company is committed to doing its part to help guarantee green supply-chain energy security and protection of the environment. The services that this company offers



include:

- Over 30 years of experience in recycling industrial residues
- Fully permitted, state-of-the art recycling facility
- Provide a no cost waste recyclability evaluation
- Account executive assigned to provide one-on-one customer service
- Organize all transportation logistics
- Provide pre-printed shipping documentation
- ISO Certified – 9001 / 14001 / 45001
- Issue annual recycling certificates
- Close the product lifecycle loop – eliminating cradle-to-grave liability
- Are a carbon neutral company

Additionally, Schooner Creek is a big supporter of boat bottom paint that doesn't contain heavy metals or other harmful chemicals. Ultimately, the EPA has the authority to regulate the ingredients of boat bottom paint, which has changed several times over the past couple of decades. Schooner Creek staff do their best to inform and educate their customers on the pros and cons of different paint ingredients and try to match the appropriate type of paint to how and where the boat will be used (e.g. fresh water or saltwater use).

Over in the shop's breakroom, several years ago management decided that way too much plastic was being used only once and then thrown into the garbage (utensils, plates, cups). Having environmentally conscious management actions as goals throughout their business, they went ahead and purchased a breakroom dishwasher, along with a supply of plates, cups, and silverware. Now there are no single-use plastics being used by staff when they are on their breaks! Additionally, this boatyard has adopted the practice of re-using their shop rags rather than throwing them away. All dirty rags from shop projects now are washed onsite and re-used.

GOLDEN ANCHOR AWARD CONT.

Over in the boat building section of this facility, Schooner Creek Boat Works has adopted technology that has drastically improved worker safety along with environmental protection. As they build boats that have fiberglass components, they use a technology that injects the fiberglass resin into a vacuum set-up system that holds a mold of the boat components that are being built. Use of this system greatly reduces the amount of fumes in the air for worker safety and the environment, plus there is a greatly reduced opportunity for fiberglass resin spills, all positive aspects helping to protect the environment.

Outside, this boatyard utilizes the StormwaterRx industrial stormwater treatment system (large dumpster size unit) which is fully compliant with the National Pollutant Discharge Elimination System (NPDES) Stormwater Permit requirements. This is a media filtration system for enhanced industrial stormwater treatment. It's specifically designed for the removal of stormwater pollutants such as suspended solids, turbidity, heavy metals (including dissolved metals), organics (e.g. volatile hydrocarbons, PCBs, PAHs), and nutrients (e.g. nitrogen and phosphorus). Targeted metals include copper, zinc, iron, lead, aluminum, nickel, and cadmium. This system is installed above ground with a single pump station with the following attributes:

- Removes particulates and dissolved pollutants
- Uses passive filtration, no chemicals, no backwash
- Operates unattended, 24/7
- Gravity flow-through system
- Simple and safe effluent sampling

Yes, a treatment system like this is required for Schooner Creek Boat Works to meet its NPDES permit, as it collects stormwater runoff from most of the paved area at the boatyard. However, Pascal took the initiative and interest to go one step further than his permit required. He installed another treatment unit, the Zinc b-gone system that collects stormwater runoff from a smaller, different section of the paved lot. This smaller unit is for the removal of dissolved metals including zinc, copper, and lead. Following this filtration treatment, the water is then discharged into a constructed bio-swale for a secondary treatment by the planted vegetation before being sent back into the larger StormwaterRx treatment unit, and then safely discharged into the Columbia River. Lastly, another best management practice implemented in the outdoor work area is that only new tarps are used as "drop cloths" under boats receiving maintenance work. A used tarp or one that shows signs of wear is immediately replaced with a new one (plenty of stock is kept on-hand), so that during good weather days (no outdoor work is performed during rainy days) all boat maintenance debris is collected on the tarps and disposed of daily.

In 2013, this boatyard also added biobags and planted native vegetation to restore the habitat along the edge of the bay adjacent to their property, all for the benefit of local wildlife. As you now might be able to tell, this boatyard prides itself on the environmental protection practices that they implement. A very worthy recipient of this year's award, great work Schooner Creek!



GOLDEN ANCHOR AWARD CONT.



Emergency oil spill kits are kept on all moorage docks



Very organized waste storage area with spill containment pallets. All labeled according to requirements



No more single use plastics in the breakroom



Waste boat paint storage bin stored under cover



Primary stormwater treatment system (StormwaterRx)



Constructed bio-swale for stormwater secondary treatment



Second stormwater treatment system (zinc b-gone)

GOLDEN ANCHOR AWARD—HONORABLE MENTION



When determining the recipient of the Golden Anchor award for this year, it was a difficult decision as there was a very close second place facility. Therefore, for the first time we have an honorable mention to announce as this facility is also doing excellent work.

The Rocky Pointe Marina/Boatyard is owned and operated by Stan Tonneson and his wife Jen. It is located on the Multnomah Channel just outside of Portland and has been a family run business since Stan's father purchased it back in 1991. Stan and Jen became the owners in 2006 and over the past 16 years, they have invested heavily into the facility to increase its size, add the boatyard, and improve the overall facilities. This marina offers a fuel station for boaters, a sewage pumpout station available to marina tenants, the full-service boatyard, a mix of floating homes, open slips and covered slips for boater moorage. This marina was the very first certified facility into the program which occurred during the year Stan and Jen become the new owners, back in 2006.

Not only do the Tonneson's implement environmental stewardship activities within their marina, where they embraced the new ADV-prevention program standards and implemented them with a high level of success, but they also partner with local groups to organize an annual river clean-up event. Stan has been an active partner with state agencies to participate in helping to identify and remove ADVs via their boat travel lift and has been an active participant in many stakeholder initiatives over the years. Keep up the great work Stan and Jen, your partnership with the program is greatly appreciated!

PROGRAM STANDARDS, IMPLEMENTATION AND NEXT STEPS

By now all participating facilities should be aware of the newest standards (introduced during 2021) to become part of the program, which are intended to help prevent future ADVs on our waterways. This coming summer will be the last round of re-certification evaluations at facilities that haven't been officially scored yet on these new requirements. There have been mixed results after evaluating 65% of program participants during these past two years. The biggest hurdle so far is that most marinas are still struggling to gain adequate boat registration compliance rates on the docks and there are still boats being kept on the water that are not seaworthy and potentially without an insurance policy in place. Given the fact that moorage customers have signed contracts with

marina management to comply with these requirements and state registration is required under Oregon boating law, we highly encourage managers to contact and create a working relationship with your local County Sheriff's Marine Patrol Deputies for assistance with enforcement if needed.

The Clean Marina program is not expecting facilities to be in full compliance with these new standards upon their first evaluation, but progress towards compliance should be shown during subsequent site visits during follow-up spot check evaluations. This is a very important environmental issue and could put your future program certification in jeopardy if non-compliance continues, so please work with your moorage customers to have them adhere to these requirements.

PROGRAM CERTIFICATION UPDATES

This past year our community of certified facilities grew by two more marinas. We have seen the program numbers over the past few years hold steady as a couple marinas closed just before or during the pandemic, and several new facilities have joined in recent years. Our state-wide certification number is now at 63 facilities with an additional three that are actively working through the process.

The first facility to receive its certification during 2022 was the **Joseph Stewart Park Marina** on Lost Creek Reservoir within Jackson County, in the upper reaches of the Rogue River. This facility is managed by the Jackson County Parks and Recreation Department who in recent years took over management of this park from the State. It contains approximately 65 boat slips and is located on a reservoir with a large fluctuating water level throughout the year, making it a challenge to operate during the low water summer months.

Our second facility to complete the certification requirements last year was the **Eugene Yacht Club**, located on the Fern Ridge Reservoir just west of Eugene. This is the first marina on this reservoir (there are a total of five on this waterbody) to become certified within the program. This facility has approximately 100 boat slips and is a very active sailing club.

Both of these marinas updated their moorage rules to meet the standards, along with posting the suite of signs that are required by the program. Additionally, the agency's marina emergency response plan template was utilized by both facilities. This has increased the level of readiness at both sites, for any emergency situations that might unfold in the future.

It's always great to see new facilities join our community and I anticipate our numbers growing again during 2023.

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 2022:

- Big Eddy Marina
- Columbia Ridge Marina
- Dikeside Moorage
- Embarcadero Marina
- Irrigon Marina
- Jantzen Beach Moorage
- McCuddy's Island Marina
- Oregon Yacht Club
- Odell Lake Resort Marina
- Promontory Park
- Pelton Park Marina

- Pelican Marina
- Port of Arlington
- Port of The Dalles
- Port of Umatilla
- Port of Toledo
- Rocky Pointe Marina
- Rocky Point Resort
- Schooner Creek Boat Works
- Skipanon Marina
- Waverly Marina
- Willamette Sailing Club

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 2022 ANNUAL REPORT COMPLETED

Executive Summary

In 2009, the Oregon Legislature passed House Bill 2220 that created the 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 Program is to help protect Oregon's waters from the introduction of aquatic invasive species and limit the spread of existing AIS. 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 activities are managed by ODFW. With administration of the AIS Prevention Permit and law enforcement coordination being managed by OSMB.

ODFW operated five watercraft inspection stations located near or at Oregon's southern, eastern, and northern borders. Ashland and Ontario watercraft inspection stations operated year-round. The Klamath Falls station opened in May and closed in mid-September, the Lakeview station opened in May and closed May 30th, and the Umatilla station opened in May and closed in October. All motorized and non-motorized boats (canoes, kayaks, rafts, etc.) regardless of size are required to stop at inspection stations. The five Watercraft Inspection Teams (WIT) conducted 14,462 watercraft inspections and 314 watercraft decontaminations which included 6 for quagga or zebra mussels (*Dreissena rostriformis bugensis*, *D. polymorpha*, respectively).

In the 2022 fiscal year, revenue generated from AIS Prevention Permit totaled \$768,435. The Permit Program provided (either partial or full) funding for seven full-time positions, and ten seasonal or part-time positions. Additionally, these funds supported law enforcement activities such as checking boaters for a current AIS or the Waterway Access Permit and enforcing mandatory stops at watercraft inspection stations. State and county law enforcement officers issued 1,145 warnings and 75 citations for failure to possess an AIS or a Waterway Access Permit; 227 warnings and 24 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 \$572,277; these monies help fund additional inspectors and hours of operation at the inspection stations.

During 2022, the watercraft inspection program faced a few challenges such as low water levels at several lakes and reservoirs, unhealthy air quality due to smoke and road closures from wildfires, which resulted in intermittent closures of some of our inspection stations. Difficulty hiring staff to operate the Brookings and Lakeview stations also was a factor. To read the full report, click this OSMB website link; [AISPP2022AnnualReport.pdf \(oregon.gov\)](#)



Two boats intercepted at the ODFW watercraft inspection stations; both boats were inspected and attached quagga mussels were found. These boats were then decontaminated on-site and re-inspected with no additional mussels found.



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Boat.Oregon.gov

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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 reviewing 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, ADV management, 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