

Smart Harbors

Raising the Standard

Spring 2022

Why become a Virginia Clean Boater?

By adopting pollution prevention measures, Virginia Clean Boaters can take satisfaction in knowing they are doing their part to:

- Keep Virginia waterways clean.
- Preserve our waterways for the future.
- Learn and teach clean boating habits.



Please Send Us Your News!

Do you have a new and exciting method for managing recyclables at your facility? Are there any regulatory items that you would like addressed? Has your facility won an award, hired a new manager or purchased a fancy pump-out boat?

If you have any news that you would like included in the Clean Marina Newsletter, *Smart Harbors*, please let us know. This is a quarterly newsletter with the next issue scheduled for Summer 2022 and we would like to include information from the marina community.

Comments or questions please email VCMP: askVCMP@vims.edu or call 804-684-7768.



Virginia Certified Clean Marinas Begin Using Fuel Fill Kits to Prevent Contaminating Waterways

By Christi Kleiner, *Marine Dock Age*
Published on March 23, 2022

Beginning this spring, 100 certified clean marinas in Virginia will begin using a device at all fueling docks to prevent fuel spillage into the state's waterways. Each marina will receive three Clean Way Fuel Fill Kits thanks to grant funding from the Chesapeake Bay Restoration Fund.

For more information about the CleanWay™ fuel fill kits, please email askVCMP@vims.edu.

Preventing Fuel Spills

The innovative and reusable kits allow boaters and marina dockhands to efficiently refuel boats without overflow or spillage.

The Clean Way Fuel Fill Kit features a baffle design that captures the burp or backsplash that occurs when filling a boat fuel tank. The splash is contained within the device, and the fuel is immediately returned into the receiver, eliminating the need for absorbent cloths or dispersal sprays onto the water. Each kit comes with five different adapters so users can select which one fits their boat and fuel nozzle.

"In the past, we've distributed post-incident materials like bilge pads and oil spill kits for marina owners to have on-hand in case of overflow. The Clean Way takes things a step further by eliminating spills at the source," said Celia Cackowski, marine education

specialist at Virginia Institute of Marine Science, which operates the Virginia Clean Marina Program (VCMP).

The grant funding to purchase the kits was generated by the sale of Friend of the Chesapeake Bay license plates. Each time a plate is sold or renewed, a portion is donated to support programs that benefit the Bay. Revenues from the purchase of the popular Chesapeake Bay license plate have continued to grow,

resulting in awarding over \$6.8 million in grants for Chesapeake Bay projects, including the VCMP. Cackowski said a VCMP stakeholder discovered the Clean Way Fuel Fill at a conference and was

impressed with the product. "We purchased 300 kits, which is enough to distribute three to each Virginia Clean Marina, she said. "Each facility will have one kit for each fuel port size."

In addition to the kits, marinas will receive laminated instructions that can be displayed at fuel pump stations, and marina owners and operators will be trained in how to use the devices.

A Passion for the Environment

Garry Fox created the Clean Way Fuel Fill Kit nearly 10 years ago after purchasing his first 30-foot diesel. "My wife and I have owned a lot of



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National Women's Sailing Association 'Sharing Sailing!' Conference at Houston Yacht Club, May 20-21

In-person and virtual women's event celebrates the joys and secrets of sailing with learning experiences for sailors from newbies to ocean racers

HOUSTON, March 17, 2022 – [The National Women's Sailing Association \(NWSA\)](#) Conference comes to Houston Yacht Club, May 20-21, offering a day of fun, camaraderie and exceptional learning experiences for women sailors of all ages. The annual event brings together new and seasoned sailors as well as teachers and coaches from across the country to create opportunities for women to become more confident at the helm. An exciting program of hands-on workshops and on-water coaching is slated. The conference is sponsored by Boat Owners Association of The United States ([BoatUS](#))

The 'Sharing Sailing!' conference theme spotlights how women sailors have been practicing sharing knowledge, skills and fun in conference settings for decades. The conference begins on Friday evening with a welcome "mix, munch and mingle"

for early arrivals where U.S. Coast Guard Captain (select) Nicole Rodriquez, Commanding Officer, Marine Safety Unit Lake Charles, will open the conference. On Saturday, a continental breakfast is included, as is lunch where the BoatUS/NWSA 2022 Leadership in Women's Sailing Award honoree will be announced.

"Join an amazing group of fabulous women who have assembled for a daylong, enriching sailing experience," said NWSA president Elise Read. "We will inspire you with women speakers and presenters who are passionate national leaders in the sport. We've designed the conference for every level, whether you are completely new to sailing, intermediate, or advanced sailors."

An in-person conference pass is \$250 (\$225 for NWSA members) and online-only passes are \$85. New this year for advanced sailors is a track for US Sailing International Safety at



On-water instruction will be offered at the National Women's Sailing Association's 'Sharing Sailing!' Conference at Houston Yacht Club, May 20-21



Sea Certification, which is requirement for a percentage of each boat crew in sanctioned offshore races. The certification is also invaluable for cruisers and passagemakers looking for the skills necessary to help handle unexpected problems. The US Sailing International Safety at Sea Certification package offered at the conference is \$350. To register visit nwsa.quvent.com.

The National Women's Sailing Association is a program of the Women's Sailing Foundation, a 501(c)(3) organization dedicated to enhancing the lives of women and girls through education and access to the sport of sailing.

Virginia Certified Clean Marinas Begin Using Fuel Fill Kits to Prevent Contaminating Waterways, continued from page 1

boats over the years, but this was our first diesel. I had just picked up the boat 40 miles from our home in Fort Pierce, Florida, and was fueling it to bring it home," Fox said. "It holds 40 gallons of diesel and when we topped off the tank I got diesel on me, in the boat, and in the water."

Fox returned home and spent the next month looking for an existing product to eliminate the issue. The only products he found were absorbent round donuts that capture some of the fuel or sprays to make it sink in the water. That is when he decided to use his experience as an illustrator and tile maker to design his own solution. Fox spent a year and a half designing the Clean Way Fuel Fill, which is available in 10 and 12-inch

sizes. "When I was designing it, my biggest concern was air flow and fuel flow. The funnel design allows the air to leak out as well as allow the fuel to burp up and go back into the tank," said Fox. "The Clean Way is designed to capture a high speed, 30 gallon per minute fuel burp and not allow any to spill."

More recently, Fox created and now sells a side fill version of the kit for vertical fuel receivers. Just like the original version, the kit comes with three rubber press in fittings that will firmly fit all international receivers as well as fuel nozzle receivers for both gasoline and diesel fuel. "One pint of fuel contaminates 60,000 gallons of fresh water. One gallon of spilled fuel contaminates one million gallons of

fresh water. If used correctly, these kits will help prevent future contamination of our precious waterways," he said.

The Florida Department of Environmental Protection, NOAA Fisheries, and Coast Guard stations in Annapolis, Maryland, and the Florida Keys have been using the Clean Way Fuel Fill for quite some time. Cackowski said the kits will assist the state of Virginia's goal to preserve its waterways for recreational boating, as well as seaside tourism, recreational and commercial fishing, and real estate development. "By reducing fuel spills at their source, we can help protect our water quality, which in turn benefits everyone."



BoatUS: 21 Gas Saving Tips for Boaters

SPRINGFIELD, Va., March 17, 2022 – Gas prices are up. What can boaters do to prepare for a summer of boating? The 800,000-plus member Boat Owners Association of The United States ([BoatUS](#)) has 21 fuel-saving tips boaters can do to help save on fuel and still enjoy a fulfilling season on the water. While some of these techniques may sound obvious, there may be some you never considered.

Before Heading Out:

- ≈ **1. Tune your engine now.** A once a year for a tune-up and service will help it run more efficiently.
- ≈ **2. [Match the boat's prop to the boat and activity.](#)** Propellers are most efficient when they're matched to the kind of boat you have and what you use it for (e.g., towing water skiers, fishing). Ask the pros at a propeller shop for recommendations and experiment with different models. The right prop can potentially increase fuel efficiency by as much as 10%.
- ≈ **3. Check your WOT.** Take your boat out on a calm day and run wide-open throttle (WOT). The WOT rating is the RPM range the motor should achieve when running at wide open throttle. If it's not able to reach WOT — or overruns it — you've got the wrong prop and you're not getting the most bang for your fuel buck.
- ≈ **4. Check for propeller damage throughout the season.** A dinged or broken propeller will hurt your fuel economy, so regularly inspect yours and replace it if it's damaged.
- ≈ **5. Keep the prop clean.** Barnacles and other growth can attach to the propeller, which will slow it down and impact fuel economy.
- ≈ **6. Keep a slick hull.** For boats that spend a lot time in the water, barnacles or stuck-on grass can create drag on the hull and make the engine work harder. Boats in warm places will probably need to

be cleaned weekly, while those in colder waters may be able to go a month or two.

- ≈ **7. Measure your fuel flow.** Install a fuel-flow meter, which can show you in real time how many gallons per hour your engine is burning, and allow you to dial in the most efficient speed for your boat.
- ≈ **8. Upgrade your motor — if you can.** With the pandemic, engines have been hard to come by, but newer engines tend to be significantly more efficient than older models. The fuel savings alone might not be enough to justify an upgrade, but you're likely also benefitting the environment. If your vessel is suitable, there are [more options for electric and hybrid propulsion than ever before.](#)
- ≈ **9. [Join BoatUS.](#)** Yes, this is a pitch, but it will save you gas money. Members receive exclusive marina fuel discounts at nearly 400 [BoatUS Partner Network marinas across the United States that offer BoatUS members up to 10 cents off per gallon of fuel.](#)
- ≈ **10. Refuel smartly ashore.** Most recreational boats in the U.S. are refueled at roadside gas stations, mini-marts and other retailers. It may be wise to enroll in the retailer's customer loyalty or "cash back" program. Just read the fine print on how your discount is delivered. Your credit card company or grocery store may also offer percentage-based "cash back" program on fuel.

At The Dock

- ≈ **1. Ditch extra stuff.** Take stock of what's onboard; additional weight means more drag. Clean out anything you won't need, from extra anchors to old, unused lines and tools. Of course this does not include safety gear or necessary ground tackle.
- ≈ **2. Lighten your tanks.** Don't run with a full freshwater or fuel



Joining BoatUS has its benefits, including fuel discounts at nearly 400 marinas. Photo credit: BoatUS.

tank unless you absolutely need it. Water weighs 8 pounds per gallon, and some boats have freshwater tanks that can hold 100 gallons, so emptying half can add up quickly. Gasoline weighs 6 pounds per gallon, so if you don't need a full tank to safely return (you obviously don't want to worry about getting stranded), lighten your load and bring less. A rule of thumb when planning for fuel use on any outing is you need to have one-third of your fuel to your destination, one-third back home, and one-third in reserve.

- ≈ **3. Avoid excess idling.** It's a common misconception that engines need time to warm up. Modern engines are fuel injected, so when you start them, they're ready to go in a minute or two.
- ≈ **4. A note on safety:** Self-refueling your boat while it's in the slip at a marina with portable containers may be prohibited due to fire hazard or potential for a spill, and depending on the volume of fuel needed for a fill-up may be impractical. It's also problematic as the risk of fire and explosion goes up when gas is transported in your vehicle. This type of refueling is better suited to small vessels with portable tanks that can be removed, filled at a gas station and returned to the boat. Regardless of how you refuel, [follow all safety guidelines.](#)

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How Does the BoatUS App Shorten On-Water Response Times from TowBoatUS? *Helping boaters on the water get home*

SPRINGFIELD, Va. March 14, 2022

— When boats break down or run aground, many recreational boaters use the free [BoatUS App](#) to request TowBoatUS on-water assistance. It's the only on-water towing app with the ability to link the captain of a recreational boat with the closest local TowBoatUS towing captain, eliminating the need to call to BoatUS national dispatch.

Said John Condon, BoatUS vice president of towing services, "The BoatUS App can be a time saver when time really counts, automatically providing the closest nearby TowBoatUS captain with the disabled boat's confirmed GPS location. Just hit the "request a tow" button and you're on your way to get a tow home."

Once the app is activated it asks a few short questions to confirm the vessel type, how many are aboard, anchoring status, the nature of the problem and desired destination.

The App helps keep the boat captain and crew informed, lowering

stress levels. Within seconds, a text message is sent to the disabled recreational vessel confirming the information and request was received, and a few minutes later a follow up text provides an estimated time of arrival. A call or text message from the local TowBoatUS towing captain advising they are underway follows.

The app also offers hurricane alerts, weather and tides; helps BoatUS members find discounts on fuel, transient slips, and marine services.

Much like an auto club for recreational boat owners, BoatUS offers on-water [Unlimited Towing Memberships](#) for boaters and anglers for freshwaters for just \$99 per year and \$165 for saltwaters. Included are more than [25 benefits and discounts](#), a subscription to BoatUS Magazine, [free DSC-VHF radio registration](#), and more. For more information go to [BoatUS.com/Towing](#).

About TowBoatUS

Boat Owners Association of The

Boaters shouldn't leave the dock without the BoatUS App.



United States (BoatUS) is the nation's leading advocacy, services and safety group for recreational boaters. We are the Boat Owners Auto Club and provide our more than 800,000 members with a wide array of helpful services, including 24-hour on-water towing that gets you safely home when your boat won't, jump starts, fuel delivery, and soft ungroundings. The TowBoatUS towing fleet is North America's largest network of towing ports with more than 300 locations and over 600 red towing assistance vessels, responding to more than 80,000 requests for assistance each year. The BoatUS App makes it easy to summon water and road assistance 24/7 and can speed response times (BoatUS.com/App). For more information go to [BoatUS.com/Towing](#).

BoatUS: 21 Gas Saving Tips for Boaters, continued from page 3

On The Water

≈ 1. Rearrange your passengers.

Evenly distributing the load aboard your boat is the simplest way to help you boat run most efficiently when the boat's trimmed, which is roughly parallel to its at-rest waterline and not leaning too far to one side or the other.

≈ 2. Get on plane.

Most recreational boats run most efficiently when they're on plane, so once you're out of the no-wake zone, [safely get on plane](#) as soon as you can. If your boat has trim tabs, experiment with the up/down switch to find the sweet spot where your boat moves most efficiently and achieves the best trim.

≈ 3. Watch your wake.

One sign you're blowing gas is the size of your

wake. While sometimes you have no option, slowing down to no-wake speed saves fuel. It's a matter of plowing a wall of water rather than efficiently slipping over or through it. Of course, wakesurfers will take umbrage to this tip. We get it.

≈ 4. Try slowing down.

Yeah, that's a hard one for a lot of us, but in addition to stretching a tank of gas, it's safer. You'll see more things and have more time to react in the water, such as other boats or approaching traffic.

≈ 5. Reduce wind drag.

A canvas or bimini top is great for protection from the sun, but you can improve fuel efficiency while underway by taking it down if you can. Just be sure to bring — and apply — sunblock.

≈ 6. Navigate smartly.

The ultimate trick to saving fuel, of course, is

running your engine less. Travel to closer destinations or drop anchor somewhere nearer to home to enjoy your fun afternoon on the water. If possible, take the shorter route and route trips in synch with current and tide, and try to avoid a lot of banging into head seas.

≈ 7. Share your angling outings by "buddy boating."

Head out this weekend by inviting the guy in the slip next to you, and then rotate on the next weekend's angling outing. This fuel-saving technique is especially popular with anglers who fish canyons far offshore. Of course, this also improves your social aspects of fishing life as well.



Boat Owners Association of The U.S. Public Affairs, 5323 Port Royal Rd, Springfield, VA 22151 United States

BoatUS Spring Commissioning Checklist

How to have a trouble-free boating season

SPRINGFIELD, Va., March 10, 2022—Boat Owners Association of The United States ([BoatUS](#)) offers its Spring Commissioning Checklist to help boaters start the season right.

The nation's largest advocacy, service and savings group also offers [BoatUS.com/Spring](#), a one-stop-shop for everything you need to know about the yearly ritual of recreational boat commissioning. A PDF copy of the checklist is available to download, print, and take to the boat with you. Be sure to follow all manufacturer recommendations for your specific boat, engine and accessories.

Before You Launch

1. Inspect all around the hose clamps for rust and replace as necessary. Double clamp fuel lines and exhaust hoses with marine-rated stainless steel hose clamps. While not technically required, it's wise to double clamp whenever possible on all hoses — especially those below the waterline.
2. Inspect all hoses for stiffness, rot, leaks and cracking, and replace any that are faulty. Make sure they fit snugly.
3. Inspect prop(s) for dings, pitting and distortion. Make sure cotter pins are secure.
4. Grip the prop (on inboard drive systems) and try moving the shaft up and down and side to side. If it's loose and can be wiggled, the cutless bearing may need to be replaced.
5. Check the rudderstock to ensure it hasn't been bent. Operate the wheel or tiller to ensure the steering works correctly. Check the rudder bearing and steering cable for unusual play or movement.
6. Inspect the hull for blisters, distortions and stress cracks.

7. Make sure your engine intake sea strainer (if equipped) is not cracked or bent from ice and is free of corrosion, clean and properly secured.
8. With inboards, check the engine shaft and rudder stuffing boxes for correct adjustment. A stuffing box should leak no more than two or three drops each minute when the prop shaft is turning. Check the shaft log hose for deterioration and rusty hose clamps.
9. Inspect, lubricate and exercise thru-hull valves. It's a good idea to tie a right-sized wooden bung to the valve in case of failure.
10. Use a garden hose to check for deck leaks at ports and hatches. Renew caulk or gaskets as necessary.
11. Inspect and test the bilge pump and float switch to ensure they're both working properly. Also inspect the pump's hose.
12. Check stove and remote LPG tanks for loose fittings, leaking hoses and properly functioning



The BoatUS Spring Commissioning checklist can help ensure your boat is ready for the season. Credit: BoatUS.

- shutoff systems. Use the pressure gauge to conduct a leak down test to check for system leaks.
13. Inspect dock and anchor lines for chafe and wear.
14. If equipped, ensure that the stern drain plug is installed.
15. After the boat is launched, be sure to check all thru-hulls for leaks.

Engines and Fuel Systems

1. Inspect fuel lines, including fuel tank fill and vent hoses, for softness, brittleness or cracking. Check all joints for leaks, and make sure all lines are well supported with noncombustible clips or straps with smooth edges.
2. Inspect fuel tanks, fuel pumps and filters for leaks. Ensure portable tanks and lines are completely drained of stale fuel before filling with fresh fuel. Clean or replace fuel filters and/or fuel-water separators if not done before winterization.
3. Every few years, remove and inspect exhaust manifolds and risers for corrosion (for inboard-powered and inboard/outboard boats).
4. Charge battery.
5. Clean and tighten electrical connections, especially both ends of battery cables. Use a wire brush to clean battery terminals, and top off cells with distilled water (if applicable).
6. Inspect the bilge ventilation intake and blower ducting for damage or leaks and run the blower to confirm correct operation.
7. Test engine warnings and alarms.

Engine Outdrives and Outboards

1. Inspect rubber outdrive bellows for cracked, dried and/or dete-

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- riorated spots (look especially in the folds) and replace if suspect.
2. Check power steering and power trim oil levels.
3. Replace anodes/zincs that are more than half wasted.
4. Inspect the outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable must be replaced.
5. Inspect lower unit oil level and top off as necessary.

Sailboat Rigging

1. Inspect swage fittings for cracks and heavy rust (some discoloration is acceptable). Inspect wire halyards and running backstays for “fishhooks” and rust.
2. Remove tape on turnbuckles and lubricate threads, preferably with Teflon. Replace old tape with fresh tape, and ensure that water is able to freely drain from it.
3. If you suspect the core around a chainplate is damp, remove the chainplate to inspect and make repairs.
4. Inspect masthead sheaves and all blocks to make sure they’re running freely.

Trailers

1. Inspect tire treads and sidewalls for cracks or lack of tread and replace as necessary. Check air pressure; don’t forget the spare.
2. Inspect wheel bearings and repack as necessary.
3. Test all lights and replace any broken bulbs or lenses.
4. Inspect winch to make sure it’s working properly. Inspect hitch chains.
5. Inspect trailer frame and axle(s) for rust. Sand and paint to prevent further deterioration.

6. Inspect brakes and brake fluid reservoir.

Safety

1. A [new law that went into effect in 2021](#) requires a vessel operator to use either a helm or outboard lanyard or wireless engine cutoff switch on certain vessels less than 26 feet when traveling on plane or above displacement speed, so be sure your switch is working properly and the lanyard is in serviceable condition. If you use a wireless cutoff switch, ensure batteries in the fobs and wrist worn devices are refreshed.
2. Flares expire after 42 months so check expiration dates.
3. Inspect fire extinguishers. A [new regulation that goes into effect April 20, 2022](#), requires a 12-year expiration for disposables and has different carriage requirements for older and newer model year vessels.
4. Ensure you have properly sized and wearable life jackets in good condition for each passenger, including kids. Check inflatable life jacket cylinders and dissolvable “pill” bobbins in auto-inflating models.
5. Test smoke, carbon monoxide, fume and bilge alarms.
6. Check running lights for operation and spare bulb inventory.
7. [Update chartplotter software](#).
8. Replenish first-aid kit items that may have been used last season or are expired.
9. Check the operation of VHF radio(s) and that the MMSI number is correctly programmed in. ([BoatUS members can obtain a free MMSI number at BoatUS.com/MMSI.](#))

10. Get a free vessel safety check from the U.S. Coast Guard Auxiliary or U.S. Power Squadrons. Find out more at cgaux.org/vsc.

For the Dock

1. In addition to checking its entire length for wear or abrasions, check both ends of the shore power cable connections as well as the shore power receptacle on the boat for burns, which indicate the cable and/or boat’s shore power inlet or the dock’s receptacle must be replaced.
2. Test ground-fault protection on your boat and private dock, and [know how to prevent Electric Shock Drowning](#).

The Paperwork

1. Make sure your boat registration is up to date – and dinghy if you have one. Don’t forget your boat trailer tags
2. Review your boat insurance policy and update coverage if needed. BoatUS provides [free quotes at BoatUS.com/Insurance](#). Provide a copy to your marina or club.
3. Ensure your BoatUS membership is in good standing, and check your [TowBoatUS](#) coverage by logging into [BoatUS.com/Account](#), or join at [BoatUS.com/Membership](#).
4. Download the free BoatUS App ([BoatUS.com/App](#)) to make it easy to summon on-water assistance and speed response times as well to check tide tables, weather, and partner discounts.

Top Tips for Wearing Your Engine Cutoff Switch Lanyard

BoatUS Foundation offers safe & comfortable options for regulation compliance

ANNAPOLIS, Md., March 22, 2022 – Last summer was the first full season boaters were required to use an engine cutoff switch as a result of a [new law that went into effect on April 1, 2021](#). The

law mandates the use of either a helm or outboard lanyard or wireless engine cutoff switch (ECOS) on certain vessels less than 26 feet when traveling on plane or above displacement speed.

What have boaters learned while complying with the new law?

“There are no rules for how or where to attach an ECOS lanyard to your body,” said [BoatUS Foundation for Boating Safety and Clean Water](#) Assistant Director of Boating Safety Ted Sensenbrenner. “But there are some things to think about that will help you wear it when you need.” The boating nonprofit offers top tips for wearing your ECOS lanyard:

1. There are four common locations on the captain’s body to attach an ECOS lanyard. If one doesn’t work for your kind of boating, try another. Wrist-worn lanyards that have a quick-adjust hook-and-loop strap are commonly used on personal watercraft and may also work well at the helm of a powerboat. Life jackets often have a plastic ring to connect a lanyard clip, while pant belt loops are also convenient, and since that location is lower on the body, it may be less prone to snagging. Some boaters prefer attaching it even lower and secure the ECOS lanyard around a thigh or ankle. Just use caution to not overstretch the lanyard.
2. According to the American Boat & Yacht Council, typical ECOS lanyards are 48 to 72 inches when fully extended. It’s OK



to adjust the lanyard length based on boat configuration and operator location. “It’s a balance in finding freedom of movement and ensuring it won’t wrap around something or get snagged,” said Sensenbrenner.

3. Some ECOS devices eliminate the lanyard and rely on wireless proximity devices to shut down an engine if the operator goes overboard. While these wireless ECOS, typically worn as a bracelet or fob, cost more and require more care, they may be the easiest to wear for some boaters. Fobs can also be attached to a lanyard and worn around the neck, placed in a pocket or clipped to a belt or life jacket.

4. A lanyard clip that you can use with one hand also makes ECOS wearing easier.
5. No matter which kind of ECOS used, boaters need to learn how to bypass, rearm or reset an ECOS quickly in the event of an activation. Read the manual and practice at the dock.
6. When you welcome guests and crew aboard, tell them how the ECOS works and the potential hazard created by ECOS activation and rapid deceleration. Having everyone keep clear of the lanyard is, as Martha Stewart says, “a good thing.”
7. Even the simplest ECOS need some care. A faded lanyard may not be a reason to replace, but it is a reason to take a closer look. Plastic lanyard clips can become brittle, metal clips can corrode and the lanyard line can lose elasticity. These items are inexpensive to replace – and it’s good practice to keep a spare aboard in case the captain goes overboard and the crew needs to facilitate a swift and safe retrieval. Be sure to let your crew know where the spare is located in your pre-trip briefing.

Oil Absorbent Bilge Pads Available

The Virginia Clean Marine Program has oil absorbent bilge pads available for distribution. The bilge pads were purchased with a grant from the Chesapeake Bay Restoration Fund. Please email askVCMP@vims.edu, if you would like bilge pads for your slip holders.

Tap Into a BoatUS Foundation Grassroots Grant To Improve Local Waterways and Support Boating Safety

Funding provided by BoatUS members and nonprofit BoatUS Foundation for Boating Safety and Clean Water

ANNAPOLIS, Md., March 8, 2022 – Does your local organization or group wish to keep waters clean or improve boating safety and could use some money to make it happen?

The [BoatUS Foundation for Boating Safety and Clean Water Grassroots Grant program](#) provides local groups up to \$10,000 each to help educate boaters on safe and clean boating topics. There is no annual deadline to apply — a 365-day rolling grant application process allows applicants to apply at any time throughout the year. To get started, simply submit a short letter of intent explaining a clean water or boating safety grant idea.

The goal of the Boat Owners Association of The United States (BoatUS) member-funded program is to help make behavioral changes in the boating community through grassroots projects. Some [previously funded programs](#) have included hands-on education about the effects of marine debris, video public service announcements on preventing the spread of aquatic invasive species, and a unique pilot study of fiberglass recycling.

“Think big. Think never-been-done-before when submitting your letter of intent,” said BoatUS Foundation Director of Outreach Alanna Keating. “How does your idea include outreach to boaters? Is there hands-on volunteer work with the boating community? How can we measure success? Is the grant project potentially scalable?”

Boat and yacht clubs, environmental groups, nonprofit organizations, student groups or local chapters of national organizations such as BASS, U.S. Power Squadrons and U.S. Coast Guard Auxiliary are encouraged to apply. The timeline for grant projects is one year or less.

Grant funding is not designed for capital improvements or general operating funds, projects that include lobbying efforts or political action, or

those that provide specialized training or equipment for the recipient group members. Expenses for transportation, meals or lodging, purchase of electronic hardware/software, or boats and other boating gear are also not covered.

Since 1989, the Foundation has awarded more than \$1.3 million in boating safety and clean water grants to organizations. For more information or to apply, go to [BoatUS.org/Grants](#).

About the BoatUS Foundation for Boating Safety and Clean Water:

The BoatUS Foundation for Boating Safety and Clean Water is a national leader promoting safe, clean and responsible boating. Funded primarily by donations from the more than 800,000 members of Boat Owners Association of The United States (BoatUS), the nonprofit provides innovative educational outreach directly to boaters and anglers with the aim of reducing accidents and fatalities, increasing stewardship of America’s waterways and keeping boating safe for all. A range of safe and clean boating courses – including the nation’s largest free online boating safety course – can be found at [BoatUS.org/Courses](#).



Projects that improve local water quality or support boating safety can be funded with a BoatUS Foundation Grassroots Grant (credit: Rozalia Project).

