

# Smart Harbors

Raising the Standard

## Summer 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 Fall 2022 and we would like to include information from the marina community.

Comments or questions please email VCMP: [askVCMP@vims.edu](mailto:askVCMP@vims.edu) or call 804-684-7768.



## BoatUS Foundation Tests Your Emergency Beacon Knowledge

Take this 4-question true-false quiz; rental beacons available

ANNAPOLIS, Md., June 14, 2022 – The proliferation of personal locator beacons (PLBs), whose diminutive size belie their enormous on-water safety advantage, are no longer thought of exotic rescue electronics. “PLBs are user-friendly and easy to maintain, and we are seeing more boaters using them as a mainstream rescue device,” said [BoatUS Foundation for Boating Safety and Clean Water](#) Assistant Director of Boating Safety Ted Sensenbrenner.

However, do recreational boaters fully understand the difference between a PLB and its larger cousin, the Emergency Position Indicating Rescue Beacon (EPIRB)?

The BoatUS Foundation has a four-question true-false safety quiz to help boaters understand the benefits of each.

≈ 1. **True or false? It’s OK to use a PLB instead of an EPIRB for your boat.**

**False.** “A PLB doesn’t check all of the boxes,” says Sensenbrenner. “Some boaters believe they can substitute a PLB for a vessel-specific EPIRB and have similar safety benefits. That is a mistake.”

A PLB is designed to be small and easy-to-wear, and it has smaller batteries with a shorter lifespan compared to an EPIRB. Perhaps, most significantly, only EPIRBs activate automatically upon submersion. The best setup for heading into a remote end of the lake or to the wild end of



The BoatUS Foundation offers GPS-enabled, 406-MHz Personal Locator Beacons for rent, as well as EPIRBs.

the coast is having a EPIRB assigned to the boat, and individual PLBs for each crewmember.

≈ 2. **True or false? The best place to attach a PLB is your pant belt loop, foul weather jacket breast pocket, or zippered pouch in a life jacket.**

**True.** To get the full benefit of a PLB, it must be securely attached to the wearer’s body. All of these attachment points are good as long as there is a firm connection – a clip, snapping, lanyard or other securing device. If you decide to connect it to an inflatable life jacket, ensure the PLB will not interfere with its inflation.

≈ 3. **True or false? Cellphone communications have improved so much that a boater doesn’t need a PLB to summon emergency help.**

*Continued on page 2*

## Federal Appropriations Update from Washington, D.C



The Unified Voice of the Waterway  
Over 20 years of advocacy and education

On May 25th, the U.S. Army Corps of Engineers released their FY22 Work Plan identifying how they intend to spend the funding they received for the upcoming year. While much of the work plan funding is outlined in the FY22 appropriations bill, additional funding was included for the Corps to allocate based on project needs they have identified around the country and not covered in the funds designated by Congress. The AIWA advocates annually for additional funding for operations & maintenance for inland waterways, small, remote and subsistence navigation, and general navigation for the waterway.

**The good news** is that our efforts were successful, and the AIWW received an additional \$5.62 million in funding for projects in the Corps' work plan above the amounts included in the appropriations bill! Below is an allocation breakdown for each state along the waterway in

addition to our waterway partners in New Jersey.

Overall, the AIWW is receiving \$29.953 million for FY22 and the NJIWW is receiving \$985,000. This includes appropriations for every state along the AIWW. In addition, the states of Virginia, North Carolina and South Carolina received additional funding in the Corps' work plan. **This is the highest amount of funding the waterway has received in the regular appropriations process in recent history.**

In addition to the FY22 appropriations, the AIWW received \$22.02 million, and the NJIWW received \$14.35 million in the first year of the Infrastructure Investment & Jobs Act (FY22 IIJA).

Looking ahead, we are currently in the FY23 President's budget for \$39.476 million for the AIWW and \$1.06 million for the NJIWW. It is highly likely that we will exceed \$100 million in funding for the AIWW and

NJIWW between the FY22, FY23 and IIJA funding. **This will be a remarkable amount of funding over a two-year period and a transformational step forward for Marine Highway 95!**

## AIWA Annual Meeting Returns to Norfolk, VA : November 16-17, 2022

We are excited to return to Norfolk, Virginia for the AIWA Annual Meeting on November 16-17, 2022. On May 20th, we toured the [Sheraton Waterside](#) Hotel to see firsthand the hotel's renovations since our last visit in 2016 and the adjacent Waterside entertainment hub of restaurants, day dock, and live music along the waterfront. The annual meeting registration and sponsorship opportunities will be available in early July, so stay tuned!

### *BoatUS Foundation Tests Your Emergency Beacon Knowledge, continued from page 1*

**False.** While [cellphones are an acceptable secondary means of calling the Coast Guard](#), more boaters unfortunately use them today as their only way to seek emergency help. That's where the problems begin, especially when there is no working VHF radio aboard. Cellphones fail for a variety of reasons that a PLB won't. Unlike a cellphone, an accidental drop overboard, a dying or dead battery, or a lack of a nearby cell tower will not negatively affect your chances for rescue.

**≈ 4. True or false? For PWC's (personal watercraft such as jet skis), a PLB is a better choice than an EPIRB.**

**True.** That's because PLB's, unlike EPIRB's, are manually activated and do not activate upon getting wet,

a common occurrence while riding personal watercraft. PLB's are also a great choice for paddle craft operators and adventurers.

The cost of a [PLB starts at around \\$300](#). For boaters who have a temporary need for a distress beacon such as a long-distance race, adventure regatta, offshore fishing tournament or summer cruise, the [BoatUS Foundation offers GPS-enabled PLBs available for rent at \\$7 a day and EPIRBs for just \\$10 a day](#), and weekly rates available as well. Renting from the Foundation eliminates having to register the device with NOAA before your trip; your vessel's data is seamlessly provided to U.S. Coast Guard rescuers to help ensure a swift response if needed.

### 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](#).





# National Safe Boating Week, May 21-27: 3 Safety Changes You Need To Know (Refresher)

ANNAPOLIS, Md., May 9, 2022—National Safe Boating Week arrives May 21–27 with an annual reminder for boaters to champion recreational boating safety all summer long. The [BoatUS Foundation for Boating Safety and Clean Water](#) suggests that boat owners need to know about three recent U.S. Coast Guard regulations that have changed, what’s needed to be carried aboard, and how a vessel is to be operated at higher speeds.

≈ **1. Fire extinguishers:** As of April 20, the USCG enacted a regulation allowing them enforce [fire extinguishers having a 12-year expiration date](#) from the date of manufacture. Additionally, while the new regulation does not change the type, quantity, or requirement for Coast Guard-approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels — depending on the boat’s model year.

Vessels on the water today that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated “B-I” or “B-II” disposable extinguishers. However, when they are no longer



Boat fire extinguishers expiration date can be two or four digits — if it is two, as in 08, that means 2008.



Engine cutoff switches (ECOS) are often activated by a lanyard connected to the operator that, when pulled, stops the boat’s engine. (Credit: National Safe Boating Council)

serviceable or have reached 12 years of age since manufacture, they must be replaced with newer class “5-B” or greater extinguishers. Boats less than 26 feet and 2018 model year or newer must carry unexpired “5-B,” “10-B” or “20-B” fire extinguishers. Having older “B-I” and “B-II” types do not meet the new carriage requirements.

≈ **2. Engine cutoff switch:** As of April 1 last year, boat operators have been required to use 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. These vessels include (1) boats that have a functioning engine cutoff device installed at the helm or on an outboard engine or have wireless ECOS, or (2) boats manufactured beginning January 2020.

Exceptions to the ECOS requirement include if the main helm of the vessel is in an enclosed cabin or the vessel is not operating on plane or

at displacement speed. Low-speed activities such as fishing or docking do not require use of an ECOS. The vessel operator is also exempt if the boat’s motor produces less than 115 lbs. of static thrust – or about the size of a 2-hp engine.

≈ **3. Electronic visual distress signals (eVDS):** Solving the disposal problem of expired pyrotechnic flares, newer [electronic visual distress signal devices \(eVDS\)](#) use either a white or combination of orange-red/cyan LED lights with infrared (for rescuers with night vision) and are now U.S. Coast Guard-approved. However, for daytime distress situations you’ll still need to carry aboard an orange distress flag to avoid carrying pyrotechnic devices. eVDS prices start at about \$100 for the white light version.

Also keep in mind every visual distress signal requires regular inspection and maintenance. Batteries are an eVDS’s potential Achilles heel, so replace them every season. Old eVDS batteries can be cycled into a flashlight at home – where your life potentially is not at stake.

## 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](mailto:askVCMP@vims.edu), if you would like bilge pads for your slip holders.



# BoatUS Consumer Alert: Be Wary of Any Letter Arriving by U.S. Mail Offering U.S. Coast Guard Documentation Renewal

## Official-looking vessel documentation renewal notices can lead to confusion and higher costs

SPRINGFIELD, Va., May 5, 2022 – Boat Owners Association of The United States ([BoatUS](#)) is advising boaters with vessels that have a [U.S. Coast Guard Certificate of Documentation](#) to be wary of any letter arriving by U.S. mail offering renewal.

BoatUS advises that while the Coast Guard does send official annual renewal notices by U.S. mail, other notices being received by BoatUS members are not from the Coast Guard but rather third-party companies whose name or return addresses may appear similar to that of the official U.S. Coast Guard National Vessel Documentation Center (NVDC).

BoatUS members have complained that these letters direct them to

websites that may be mistaken for the actual Coast Guard NVDC located in Falling Waters, West Virginia, and appear to show a significant increase in the annual fee to renew Coast Guard documentation.

A 2017 Coast Guard [issued bulletin](#) says in part:

“The NVDC is aware that there are commercial entities that offer to manage the certification/renewal process on behalf of vessel owners for a fee. The Coast Guard does not endorse any of these companies, and the companies do not operate on behalf of the Coast Guard in any way. Any fees charged or agreements offered by such companies are in no way associated with the NVDC certification process. In addition,

these companies are not authorized to issue any form of documentation, including travel letters and/or permits that authorize operation of ANY vessel. Customer complaints can be made through the Federal Trade Commission’s (FTC) website at <https://www.ftc.gov/>.”

While third-party companies may legitimately provide services to assist with vessel documentation renewals, the [Coast Guard’s own renewal process is simple for most vessels and the price ranges from \\$26 for one year up to \\$130 for a 5-year expiration](#), which is often much lower than what third-party services may charge.

To renew, go to the Coast Guard National Documentation Center website at <https://www.uscg.mil/nvdc> and click on “instructions and forms,” then “Certificate of Documentation Application for Renewal.”

To be documented, a vessel must measure at least five net tons and, with the exception of certain oil-spill response vessels, owned by a U.S. citizen. Boats about 27 feet in length or longer generally meet the weight requirement.

Why do boat owners choose to federally document vessels with the U.S. Coast Guard versus the more common practice of state registration? The boat was purchased with a bank loan and the lender required it, or the boat has plans to travel beyond U.S. waters. A Certificate of Documentation is internationally recognized and makes it easier for American vessels to enter and leave foreign ports.

BoatUS also advises boaters who may have received mail that they believe is misleading or deceptive to contact the U.S. Postal Inspection Service at 877-876-2455 or through its website <https://postalinspectors.uspis.gov>.

## Your Input Needed! VMTA is part of a workgroup to bring boat wrap recycling programs to Virginia!

This is a program that has seen success in other states, and we are working to bring it to Maryland & Virginia. Each year new boats arrive wrapped and each winter some boat owners choose to winterize with LDPE plastic. Although it is

recyclable, less than 5% of the LDPE produced gets recycled. VMTA hopes to connect with members about their interest in participating in a shrink wrap recycling program.

If interested, please click [here](#).

## VMTA Members Represented at Virginia Abandoned and Derelict Vessels Work Group

**Abandoned and derelict vessels (ADVs) present multifaceted and often costly problems for many—including our members.**

“There are a high number of abandoned and derelict vessels (ADVs) in Virginia’s waterways. To achieve an accurate inventory of ADVs, Clean Virginia Waterways of Longwood University (CVW) and the Virginia Coastal Zone Management (CZM) Program are partnering

to address the issue, and are asking marinas and boaters across the commonwealth to share information about abandoned boats.” PVMTA is an active member in this workgroup, representing our member’s interests, working to educate the public the issue of ADVs, and solve the problem of who to reach out to for removal.

Report ADVs [here](#).



# BoatUS Foundation: 3 Clean Refueling Tips for Boaters for Earth Day – and Every Day

## Earth Day, April 22

ANNAPOLIS, Md., April 12, 2022 - At the first-ever [Earth Day](#) celebration in 1970, pollution was commonly accepted as the price of prosperity, and many Americans remained unaware of environmental concerns. Recreational boaters, however, could see the damage firsthand.

“Boaters have always had a close relationship with the water,” said [BoatUS Foundation for Boating Safety and Clean Water](#) Assistant Director of Boating Safety Ted Sensenbrenner. “We swim, fish and recreate in it, so clean water has always been important to us.” Today in honor of Earth Day, April 22, the BoatUS Foundation offers three marina or gas dock refueling tips that can prevent spills all summer long. “Every drop that makes it safely into the tank is better than a drop in the water,” added Sensenbrenner.

≈ 1. **Use a disposable “oil-sorb” every time you fill up.** Fueling can sometimes be messy – so be prepared. As you pull up to the fuel dock, have an oil-sorbent nozzle “donut,” absorbent pump “bib,” or a few [absorbent pads](#) ready to go.

≈ 2. **Learn how to become a “fuel whisperer.”** Prevent fuel back-splash from getting into the water. That means when you fill up the boat at the gas dock, you’ll hear a distinct sound — a soft bubbling or gurgling noise exiting from the fuel deck fill. If you listen carefully, the sound will change as the tank fills.

## Preventing Fuel Spills

The innovative and reusable kits allow boaters and marina dock-hands 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 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. Comments or questions please email VCMP: [askVCMP@vims.edu](mailto:askVCMP@vims.edu) or call 804-684-7768.



Experienced boaters can hear when the tank is nearly full, giving them opportunity to ease the dispense lever, stop fuel flow and prevent a bubbling backsplash. Topping off a boat fuel tank is never recommended, as is using the dispensing handle’s hands-free (also known as “hold open”) clip. It’s recommended to leave a little room in the tank for potential fuel expansion on hot days.

≈ 3. **Never use dish soap to disperse a spill at the fuel dock.** A bottle of dish soap sitting on top of the gas pump may have been a familiar site in grandad’s day, but it is no more. “People

once thought it was a safe way to get rid of a sheen,” said Sensenbrenner. However, using dish soap to disperse a small fuel spill only spreads the oil farther into the water column and sediment. Instead, keep a small supply of absorbent pads aboard just in case. Once used, dispose of them in the right kind of container – ask your marina or fuel dock on how to dispose of as hazardous waste.

For more clean boating refueling tips, visit the [BoatUS Foundation website](#).

