

**SUMMARY NOTES**  
**Pacific Oil Spill Prevention Education Team (POSPET)**  
**2009 Spring Meeting**

March 17, 2009

Hosted by the Oregon Department of Environmental Quality  
Portland, OR

**ATTENDING:** Eric Olsson, Washington SeaGrant; Mary Ellen Voss, Washington Department of Ecology; Chris Wilke, Puget Soundkeeper Alliance; Glenn Dolphin, Oregon Marine Board; Pete Anderson, Oregon Department of Environmental Quality (DEQ); Fran Recht, Pacific States Marine Fisheries Commission; Jean Cameron, Pacific States/British Columbia Oil Spill Task Force.

**PARTICIPATING BY PHONE:** Shayne Cothorn, Washington Department of Natural Resources; Mike Richards, Georgia Strait Alliance; Vivian Matuk, California Coastal Commission and Department of Boating and Waterways; Harry Ota, U.S. Coast Guard Auxiliary; LTJG Sara Booth and Dave Larkin, U.S. Coast Guard District 13 Marine Safety Office.

**MEMBER REPORTS:**

U.S. Coast Guard, District 13 and Auxiliary:

- Harry Ota of the U.S. Coast Guard Auxiliary and LTJG Sarah Booth and Dave Larkin from the U.S. Coast Guard District 13 Marine Safety Office noted a Sector Seattle report indicating that both the number of spill reports and the volume of oil spilled were down for the Seattle area. The report uses National Response Center data and shows a decline from 2001 to 2008. (This file was subsequently emailed to the POSPET listserve.)
- He also reported that the Sea Partners Program will have a banner and booth at the April 18<sup>th</sup> Mariners' game, and that Officer Snook will be there as well. Their message will emphasize water safety and environmental issues such as spill prevention, avoiding introduction of invasive species, and reducing marine debris.
- Harry Ota also plans to give a presentation to the Washington State University Clallam Beach Watchers on April 10<sup>th</sup>, will work with the Puget Soundkeeper Alliance on a Lake Union cleanup on May 9<sup>th</sup>, and the Sea Partners will participate at the Sea Fair in August.
- Harry reported that funding for USCG Auxiliary activities will be reduced in the coming year.

Georgia Strait Alliance (GSA):

- Mike Richards reported that GSA has faced economic pressures, so he's now doing both Operations and the Clean Marina program. They have no 2009 funding for the Bilge Pad program, so it's on hold for now. GSA distributed more than 3500 bilge pad kits in 2008.
- GSA's Clean Marina program is patterned on one in Ottawa, which allows them to promote a consistent message and approach in Canada. Mike noted that marinas have been slow to sign up for the program, although there was considerable interest at the Vancouver International Boat Show in February.

Washington Department of Natural Resources (DNR):

- Shayne Cothorn explained that DNR is promoting Clean Marina and Clean Boating programs as a part of their Habitat Conservation Plan program. This program addresses protection for endangered species, including some fish and plant species. More information is available at:  
[http://www.dnr.wa.gov/ResearchScience/Topics/AquaticHCP/Pages/aqr\\_esa\\_aquatic\\_lands\\_hcp.aspx](http://www.dnr.wa.gov/ResearchScience/Topics/AquaticHCP/Pages/aqr_esa_aquatic_lands_hcp.aspx).

Pacific States Marine Fisheries Commission (PSMFC):

- Fran Recht reported that she's working on marine debris issues on behalf of the PSMFC. She explained that Annex 5 of the international MARPOL Convention prohibits dumping of plastics and other debris from ships, and requires that ports provide "adequate disposal" options for ship wastes. She noted that the West Coast Governor's Agreement on Ocean Health may include a focus on this issue. It's also a good issue for Clean Marina programs to address.
- The USCG representatives on the phone pointed out that they examine plans for garbage storage and disposal during their inspections of fishing vessels.
- Fran noted that the Port of Seattle is promoting a recycling program for trawl nets, since damaged or outmoded nets cannot be used, and storage is expensive. See <http://www.marineconservationalliance.org/> for more information.
- Fran also reported that she's been handing out *Spills Aren't Slick* materials at boat shows and sportsmen's programs.

California Department of Boating and Waterways and California Coastal Commission:

- Vivian Matuk reported that she is working with the Boat U.S. Foundation to set up fishing line recycling programs in California. Forty-four locations have been selected in the state where fishing activity is high.
- The 2009 Boating Kits are ready, she reported. These kits are in tote bags made from 80% recycled cloth and 20% recycled plastics. The printing is done with soy-based inks. Items in the kits include:
  - Absorbent pillows with wrappers that provide disposal instructions;
  - Information on clean fueling practices;
  - Tide books;
  - Lists of marinas with services; and
  - A publication titled “*The Environmental Laws Every Boater Should Know*” which describes regulations covering waste disposal, oil spills, etc. (Vivian emailed a PDF file for this handout to the POSPET listserve on 3/17.)
- For more information on the 2009 Boater Kits, see: [http://www.coastal.ca.gov/ccbn/images/Boaterkit\\_08.jpg](http://www.coastal.ca.gov/ccbn/images/Boaterkit_08.jpg).
- Vivian explained that boaters must fill out a questionnaire in order to receive a Boater Kit (see: [http://www.coastal.ca.gov/ccbn/statewide\\_boating\\_survey.pdf](http://www.coastal.ca.gov/ccbn/statewide_boating_survey.pdf)).
- The Boating Clean and Green program has already distributed 1300 boater kits at two boat shows, although she did note that turnout is lower at boat shows and fewer marine dealers are in business. Vivian sent the POSPET listserve a photo of her boat show display on 3/17.
- Vivian’s program has also sponsored six Dockwalker trainings statewide; Dockwalkers are volunteers who are trained to talk to boaters about clean boating practices, collect surveys, and distribute the Boating Kits dockside.
- Vivian reported that the Boating Clean and Green program is partnering with California Sea Grant to sponsor workshops on invasive species. She’s also working with programs in the Delta and Santa Monica to install services for recycling oil and fishing line.
- Glen noted that he had difficulty reaching California’s Clean Marina program; Vivian explained that it is an industry driven program, and they are short staff. This may justify why it is difficult to get a hold of them. Seventy-five marinas have been certified by the program in California.

#### Puget Soundkeeper Alliance(PSA):

- Chris reported that PSA had a booth at the Seattle Boat Show and distributed 500 Clean Boating Kits that included a Clean Boating pledge with a dozen “promises” on it. When a boater signs a pledge, PSA gets the stub for a prize raffle. He expects continued funding for their clean boating outreach efforts.
- Chris is planning several Clean Boating Seminars in partnership with various yacht clubs in the Puget Sound area. He also noted that several marinas in the Tacoma area plan to sponsor a “boating fair.”
- Washington’s Clean Marina program has certified their 40<sup>th</sup> Clean Marina, in Bremerton.
- The Clean Marina program is launching a bilge water collection project at marinas in the Puget Sound area already doing waste oil recycling. They plan to use 160 gallon totes. Oily water will be allowed; disposal contracts are being developed. The Clean Marina program will gather data on use, costs, and any problems that arise.
- The Clean Marina program is waiting to hear whether Ecology will provide any grants this year. PSA received a grant from Boeing to increase the number of sewage pump-out facilities, especially in remote locations. He noted that PSA has seen an increase in the number of volunteers as well as individual donations, although grants from businesses and foundations are down.

#### Washington Department of Ecology:

- Mary Ellen Voss reported that Ecology is working with Class-4 fueling facilities on spill prevention. They are receiving information on the transfer rule regulations as well as the *Spills Aren’t Slick* materials. The facilities must report their fuel transfers twice/year.
- Mary Ellen also noted that she had helped develop the fuel pump tag and got quotes for printing it.
- Ecology’s Water Quality program is facing budget cuts due to reductions in the number of permit fees, but they did revitalize their “Washington Waters – Ours to Protect” program. Mary Ellen got recreational boater outreach added to the program, which provided funding for laminated “Clean Boating” posters. She’s also developing a poster with DNR with the message of “no in-water hull cleaning.” Discussion followed regarding whether in-water hull-cleaning is prohibited by regulation or not. Mary Ellen sent a draft of the poster to POSPET for their feedback in a 3/18/2009 email.

#### Oregon Department of Environmental Quality:

- Pete explained that the focus of his work at ODEQ is to provide pollution prevention assistance for businesses in Oregon.
- He expressed interest in finding out more about the issues of boat washing and derelict vessels.

#### Oregon Marine Board:

- Glenn Dolphin reported that only twenty-five boaters had registered for the Clean Boater program at the Portland Boat Show and Sportsman Show. He's also working with yacht clubs to do boater outreach.
- The Clean Marina Program now has 34 marinas registered, with two more in the process. About 185 have been identified statewide.
- The Oregon Marine Board is working with Oregon SeaGrant, PSMFC, and 100<sup>th</sup> Meridian to sponsor workshops for recreational boaters on how to spot and remove invasive species. They plan to provide mobile boat-cleaning to remove invasive species from hulls.
- Glenn is planning a big event for National Marina Day on August 8<sup>th</sup>. Boaters can visit 8 marinas featuring prizes and barbecues, as well as clean boating information. For more information, see: <https://www.marinaassociation.org/nmd/>.
- Glen also reported that an Oregon-certified Clean Marina will be featured in the March issue of the *Marina Dock Age* magazine.

#### Washington Sea Grant:

- Eric Olsson explained that he also works for the Washington State Maritime Cooperative (WSMC) as a responder, so he gets called to numerous small spills of either oil or hazardous materials. The frequency of small spills is an environmental problem, although they seldom get the media attention of a large oil spill event.
- He noted the on-line course he's developed for the University of Alaska's career training for ports and marinas; more information on the certificate program is available at: [http://www.uas.alaska.edu/sitka/coed/Ports\\_and\\_Marinas](http://www.uas.alaska.edu/sitka/coed/Ports_and_Marinas).
- Eric has also been participating in Coast Guard approved WSG safety training workshops to certify one "safety officer" for each fishing vessel. He's included spill prevention messages by providing a brochure titled "Keep Small Spills from Becoming Large Problems."
- In addition, he's helping Washington's Clean Marina program with outreach along the Columbia River Gorge and on the coast.
- The Pacific Coast Congress of Harbormasters and Port Managers (which has members from Alaska, British Columbia, Washington, Oregon, and California) will be meeting in Newport, Oregon in April, Eric reported. He's helping with the planning and always does pollution prevention outreach at these meetings.
- Eric is on the Program Planning Committee for the Clean Pacific Conference, so he's promoting a session on small spills, and he encouraged POSPET members to consider serving as panelists. The Clean Pacific Conference is hosted by the Pacific States/British Columbia Oil Spill Task Force and the U.S. Coast Guard. The 2009 conference will be held September 14-16 in Portland, Oregon. Registration and travel grants are available (contact Laura Couvillon, Show Director, at Laura Couvillon, Show Director, at 832-242-1969 ext. 310 or [LauraC@tradefairgroup.com](mailto:LauraC@tradefairgroup.com). See [www.cleanpacific.org](http://www.cleanpacific.org) for more information.

#### **DISCUSSION REGARDING DERELICT/ABANDONED VESSELS:**

- Shayne Cothorn provided a summary of Washington DNR's Derelict Vessel funding for July 1, 2007- Jun 30 2009. For that fiscal cycle they had about \$4.6 million to spend on vessel removals. \$1 million was for a particular project on Lake Washington. And \$2 million was specifically appropriated to deal with vessels > 75' in length. He estimated that for the next biennium DNR was likely to be back to around 1.5 million. DNR'S Derelict Vessel Program Manager is Melissa Montgomery (360-902-1574). Shayne also noted that DNR was hoping to get a bill passed that would grant boat-owners some "amnesty" if they would work with DSL on removal. More information is available at: [http://www.dnr.wa.gov/RecreationEducation/Topics/DerelictVessels/Pages/aqr\\_dv\\_balance\\_of\\_removal\\_fund.aspx](http://www.dnr.wa.gov/RecreationEducation/Topics/DerelictVessels/Pages/aqr_dv_balance_of_removal_fund.aspx)
- Fran Recht had heard that the Port of Newport, OR will tow any boat for which moorage fees are delinquent out into the Yaquina Bay and anchor it there. This is a problem if it is an abandoned boat with oil left on board. (If a boat represents a pollution threat or a navigation hazard, the U.S. Coast Guard is authorized to take action to remove the pollution and tow the boat out of the navigation channel.) In a March 20 email to POSPET, Fran provided the following information: *I checked with DSL (Director Louise Solliday) about the derelict vessel policies for Oregon. They work with the Oregon State Marine Board (Randy Henry contact) who has gotten federal funds to help remove derelict vessels. It doesn't matter if the people move their boat --after 14 days--the state considers it a trespass on the state. The State has a civil penalty authority up to \$1000/day to help move people to action. There isn't much money though as I understand it in the program; I think DSL only put up something like \$35,000. The issue in Yaquina Bay ...was that the Port of Newport was evicting boats and making them move (other ports haven't made vessels leave the docks). I thought that the Port actually hauled the boats off the docks and into Yaquina Bay-- Louise didn't think so, just that the owners were forced to get the vessels out of their docks. The State (DSL) asked the port to stop evicting the boats and encourage salvage for sale or otherwise, since they were creating a worse problem and a potentially hazardous environmental situation. Supposedly the Port agreed.*

- Glenn noted that Oregon's program is not well funded, and the regulations require that a local entity must partner with DSL and share the costs. Environmental liability is a concern, as is the cost of pollution removal.
- Mike Richards noted that abandoned and derelict recreational vessels are also becoming a problem in British Columbia. There is a lack of moorage sites, so many boats are moored offshore anyway. With the current economy, more and more are being abandoned.
- Vivian reported that the California Department of Boating and Waterways has only \$500,000/year to deal with removal of derelict vessels statewide.
- Eric suggested that marinas should intervene with boat-owners who become delinquent on their fees before a vessel reaches "derelict" condition.
- Harry Ota noted that USCG Sector Seattle's Auxiliary program will photograph suspected abandoned boats and file these into a database for future reference regarding degradation or listing, thus prompting a decision for active duty USCG to remove oil and other pollutants on board. Removal costs are covered by either CERCLA or the Oil Spill Liability Trust Fund, but neither of these funds will cover removal of the vessel.

### **POSPET PROJECTS:**

#### The Spills Aren't Slick web page:

- The POSPET program has a webpage on the Pacific States/British Columbia Oil Spill Task Force website, as follows: <http://www.oilspilltaskforce.org/pospet.htm>. It opens with a description of POSPET, PDF files for the *Spills Aren't Slick* materials, and a link to the "Official Sea Shanty of the Georgia Strait Alliance's Bilge Pad Project."
- California's Boating Clean and Green Program is currently featured with an in-depth description and photos. The Puget Soundkeeper Alliance's program was featured previously. Jean noted that the featured program can change twice a year, so if you'd like your program featured, send her text and photos.
- Summary notes from past meetings are also available on the webpage, as is a list of POSPET members. This list not only provides contact information, but also links to members' own web pages. Jean also explained that the member logos on the bottom of the web page also provide links, so send her your logo if it's not there now.

#### OILS 911:

- Jean reported on OILS 911 usage from July 2008 through January of 2009, as follows: British Columbia: 93 calls; Washington: 10 calls; Oregon: 7 calls; and California: 166 calls.
- Jean and Fran had compared the call numbers in various reports and determined that they were consistent among the reports, although they are presented in different formats.
- Fran has tracked down the name of OILS 911 account manager at AT&T, but he has not returned her calls so far. She will try to determine why the call numbers are so low for Washington; she asked Eric and Chris to document their usage of the reporting number for her.

#### Spills Aren't Slick materials:

- Jean had learned from Rob Hughes at OSPR that, although he has funding to print *Spills Aren't Slick* materials, he has encountered numerous delays in dealing with the California State Printing Office.
- Jean has determined that there are sufficient funds in the Task Force budget to print the decals and brochures needed for 2009, plus 1500 fuel pump tags. Mary Ellen Voss will facilitate this printing through the Washington State Printing office and the cost will be charged against Jean's contract with Ecology.
- It is hoped that Rob Hughes will be able to get the laminated signs printed for the 2009 season, as well as decals and brochures for the 2010 season.

#### The POSPET Listserve:

- Eric reminded everyone to use the POSPET listserv to share information on events, news articles, or to initiate discussions on various topics.<sup>1</sup>

### **ASSIGNMENTS:**

- Eric asked POSPET members to research the regulations in their jurisdictions regarding derelict and abandoned vessels for the Fall meeting.
- Send Jean Cameron your organization logo to add to the POSPET web page if it's not there now.
- Send Jean text and photos describing your program to be featured this fall.
- ERIC, CHRIS and others using 1-800-OILS-911 in Washington: keep a log of your calls by date and send the information to Fran Recht at the end of each month.
- Use the POSPET listserv to share information between meetings.

### **FALL 2009 MEETING DATE:**

<sup>1</sup> E.g., Mary Ellen Voss sent the POSPET listserv information on 4/17 regarding "EcoTank," a boat that serves as a mobile pump-out station.



- October 6<sup>th</sup> was tentatively set as the Fall POSPET meeting date, to be hosted by the Washington Department of Ecology.

**OPTIONAL MARINA TOUR:**

- Glenn had arranged for a tour of the Jantzen Bay Marina on Hayden Island north of Portland, which is an Oregon certified Clean Marina. Eric Olsson, Chris Wilke, Mary Ellen Voss, Glenn Dolphin, and Jean Cameron took the tour.
- Of particular interest was the fueling operations, pump-out facilities, and general discussions with the marina operator regarding the environmental challenges they faced. See photo below.



Left to right: Eric Olsson, Chris Wilke (back to camera), Glenn Dolphin, Jantzen Bay Marina representative, Mary Ellen Voss (back to camera)

**SINCE THE MEETING:**

- Mary Ellen Voss arranged for printing and distribution of *Spills Aren't Slick* materials including 6,000 decals, 1500 fuel pump tags, and 7,000 brochures. These were paid for by the Pacific States/British Columbia Oil Spill Task Force.
- Mary Ellen also tracked down information regarding the “Good Mate Recreational Boating and Marina Manual” published by the Ocean Conservancy with corporate funding, plus technical assistance from the U.S. Coast Guard, the USCG Sea Partners Campaign, the U.S. Coast Guard Auxiliary, and the Florida Department of Environmental Management. The PDF file is available at: <http://www.bnriverkeeper.org/programs/riverwatch/Good%20Mate%20Manual.pdf>.