

SUMMARY NOTES
Pacific Oil Spill Prevention Education Team (POSPET)
2010 Fall Meeting
October 27, 2010
Hosted by the Washington Department of Ecology
Lacey, WA

ATTENDING: Eric Olsson, Washington SeaGrant (POSPET CHAIR); Mary Ellen Voss, Washington Department of Ecology; Katelyn Kinn, Puget Soundkeeper Alliance; Charles Martin, City of Des Moines Marina; Harry Ota, U.S. Coast Guard Auxiliary; Darryl Harvey, Chief of the Incident Management Division, USCG Sector Puget Sound; Jean Cameron, Pacific States/British Columbia Oil Spill Task Force

PARTICIPATING BY PHONE: Rachel Bullene, Oregon State Marine Board; Lyn McClelland, U.S. Coast Guard Auxiliary, Sector Puget Sound; Susan Shingledecker, Boat U.S. Foundation

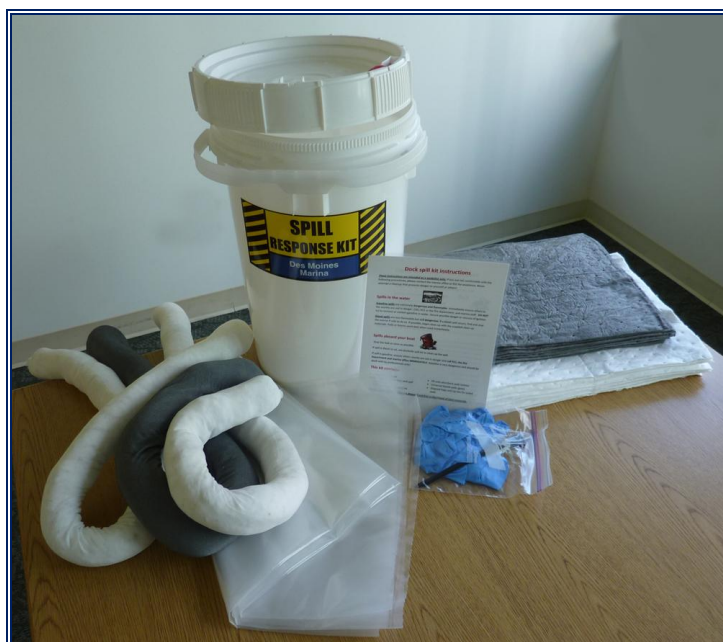
MEMBER REPORTS:

Katelyn Kinn, Puget Soundkeeper Alliance (PSA)

- Katelyn reported that PSA has initiated a Dockwalkers Program and they are working with the Washington State University (WSU) Beachwalkers on “train the trainers” events in Everett and on Whidbey Island. They may launch the program in Bremerton in November.
- PSA is also working with WSU on a “Pump - Don’t Dump” program for boaters.
- Two hundred and fifty Spill Kits were distributed at the Shilshole Bay and South Lake Union boat shows.
- Ten new marinas have received their “Clean Marina” certifications in 2010, Katelyn reported. There are a total of 50 Clean Marinas in Washington now.

Charles Martin, City of Des Moines Marina

- Charles reported that the City of Des Moines Marina has implemented an “OOPS” card program and provided copies of the 3’x4” card. It says “OOPS, You just had a spill..Now What?” and gives instructions to cease fueling, use absorbent pads, not soap and to report the spill to 1-800-OILS-911 and the National Response Center number (pointing out that “it’s the law”). Information needed when reporting an oil spill is listed on the back of the card. The marina staff hand this card out when a fueling spill occurs. He also explained that boaters are given an absorbent pad when they request use of the fuel pumps.
- Charles then demonstrated a Dock Spill Response Kit in a 6-gallon bucket which he had developed in cooperation with Global Diving and Salvage. His marina puts two of these spill kits on each dock and replaces them as needed; there is no charge to their boaters to use the kit. The Dock Spill Kit includes:
 - Quantity 1: 6-gallon plastic tub with screw on lid and labeled with “SPILL RESPONSE KIT – Des Moines Marina”(this can also be used to handle wastes)
 - Quantity 2: 3” x 6’ oil absorbent boom (white)
 - Quantity 1: 3” x 6’ universal absorbent boom (dark gray)
 - Quantity 10: 20 sq inch oil absorbent boom (white)
 - Quantity 10: 20 sq inch universal absorbent boom (dark gray)
 - Small plastic lunch bag contains 2 pair of Nitrile gloves and 2 zip ties
 - 2 LARGE plastic bags for soiled absorbent boom
 - 1 two-sided laminated sign – “*Dock Spill Kit Instructions*” sheet on one side and “*You just had a spill...Now what?*” on the back side.
- He said they paid about \$30 each and ordered them from Global Diving and Salvage in Seattle (<http://www.gdiving.com/contact-us>).



Dock Spill Kit (Photo by Mary Ellen Voss)

- Charles noted that the City of Des Moines Marina is trying to eliminate sewage discharges from boats in the marina that have owners living aboard.
- He also reported that the Marina is working with the Washington Department of Ecology to deal with a vessel abandoned on a beach near the marina.
- In addition, the City of Des Moines marina has received approval to install a floating dock to accommodate emergency response vessels.

Mary Ellen Voss, Washington Department of Ecology

- Mary Ellen reviewed the following three documents which she had emailed to the POSPET listserve on 10/25:
 - The Instructions Sheet which was developed by Charlie Martin for the Dock Spill Kit described above;
 - A Spill Response Guide for Class 4 Marinas;¹ and
 - Attachments for the Guide, including the Oil Spill Report Form(A), Response Equipment (B), Sample Training Record (C), and a Sample Wallet Card (D).
- *Spills Aren't Slick* materials are also provided to the Class 4 Marinas, as are brochures with basic instructions on boat fueling and a placard noting that absorbents, not soaps, should be used on spills. Ecology's vessel inspectors will distribute these kits.
- Mary Ellen also noted that she plans to develop a "Boating Tips" page for Ecology's website; this will emphasize spill prevention and response.

Harry Ota, U.S. Coast Guard Auxiliary

- Harry reported that the U.S. Coast Guard (USCG) Auxiliary had been working with both the Puget Soundkeepers Alliance and SeaGrant on various projects.
- He's also working with the City of Skagit Beachwalkers to conduct an "Oil Spill Observer" class.
- The Auxiliary participated in the recent Conoco Phillips exercise in Seattle and also plans to participate in a drill being planned for the Shell refinery.

¹ A marina or small fueling facility that transfers fuel, in bulk, to non-recreational vessels with a total oil capacity of less than 10,500 gallons is considered a regulated Class 4 facility in Washington State.

- Harry also reported that he's trained as a Public Information Officer now.

Lyn McClelland, U.S. Coast Guard Auxiliary, Sector Puget Sound

- Lyn reported that the Auxiliary participates in Sector Puget Sound's Marina Outreach Program, specifically representing the Captain of the Port (COTP) to marinas and boaters.
- CAPT Scott Ferguson, COTP Puget Sound, plans to implement marina and boater outreach both east and south, working collaboratively with Sector Columbia River, she noted.

Rachel Bullene, Oregon State Marine Board

- Rachel reported that she'd been busy recertifying a number of Oregon Clean Marinas and conducting site visits. There are 47 Clean Marinas now certified in Oregon, with 16 more pledged. The marinas are listed on the website: http://www.oregon.gov/OSMB/Clean/clean_marina.shtml.
- She's now resupplying their dockside response kits. These are 45-gallon cans on wheels that contain five 10' sections of boom, 100 absorbent pads, 2 large garbage bags and gloves. The label on the can reads "Spill Kit" and "Oregon Clean Marina" – they cost approximately \$220 each.
- Rachel is planning to design a marina survey focused on spill causes.

Susan Shingledecker, Boat U.S. Foundation

- Susan explained that the Boat U.S. Foundation focuses on boating safety and environmental protection. Their "Stop the Drops" program began in the mid-90s and provides educational materials for marinas and fuel docks. They have not extended the program to the West Coast, however, since she knows that POSPET members are covering this area. She noted that there's more coordination here than elsewhere, so she's trying to fill that need in other parts of the country.
- Boat U.S. has received a grant to work with New Jersey marinas regarding spill response; she plans to develop and on-line course on this topic.
- She worked with the sports fishing industry to do a TV show on the impacts of the Deepwater Horizon spill on fish and boats.
- Susan plans to develop a clean-boating course on-line that would have generic information with links to more state-specific sections.

Eric Olsson, Washington SeaGrant

- Eric noted that SeaGrant's prevention message now includes pump outs; he thanked Harry for the USCG Auxiliary's assistance with that outreach focus.
- He continues his safety training and spill prevention outreach to fishing vessels, and like Harry, participated in several local spill drills in Washington.
- Eric also reported that he's been working with various tribes on the Columbia River.
- He noted that the USCG had appointed him to the Interagency Assessment Program for Alternative Technologies during the Deepwater Horizon response.
- Eric recently attended the Working Waterways Conference in Portland, Maine. He also attended a SeaGrant conference earlier in October, but feels that spill prevention is still on their "back burner."
- He commented that large ships can have small spills, such as spills from fueling or hydraulic systems.
- Eric participated in the Pacific Coast Congress of Harbormasters' meeting in Kodiak, Alaska; he noted that 70-80% of the harbormasters represented certified clean marinas.

Jean Cameron, Pacific States/British Columbia Oil Spill Task Force

- Jean reported that the Oil Spill Task Force's 2010 Annual Meeting was held 10/6 in Honolulu and focused on the Deepwater Horizon spill response. Videos of the speakers and their PowerPoint presentations are available at: <http://oilspilltaskforce.org/2010conference/index.htm>.

- A public comment draft of the Task Force's report on spill planning and response capability for the U.S./Canadian transboundary areas on the West Coast will be available in December.
- Jean referred POSPET members to <http://oilspilltaskforce.org> to find the draft report as well as the 2010 Annual Report and 2010-2011 Annual Work Plan.
- She also noted that the September 2011 Clean Pacific conference had been postponed to May of 2012, since the International Oil Spill Conference will be in Portland in May of 2011 (www.ioosc.org).

CLEAN MARINA PROGRAMS

- The group discussed the "Dockwalkers" concept of training and mentoring others, especially boaters, to do outreach to other boaters.
- Harry Ota noted the value of certifying Clean Marinas and helping them to publicize their designation. Charles Martin agreed, noting that a Clean Marina designation is perceived by his customers as improving their experience.
- The group suggested that a seminar – or webinar – among Clean Marina operators would provide an opportunity for them to share information and "lessons learned."
- It was also suggested that established "Clean Marinas" could invite potential marinas to be "sister" marinas, a more collaborative approach than "teacher" and "student."
- It was noted that there will be a Clean Marina workshop in Florida in January of 2011.
- There was a suggestion that the state programs produce large Clean Marina signs for marina gates. A small "clean boating tips" card could also be inserted in billings by mail.
- Other promotional ideas included local press releases and inviting the media to marina spill response drills.
- It was noted that Port Directors should direct their marina operators to the Clean Marina programs.
- Rachel reported that one insurance company gives a 10% discount on liability insurance for Oregon certified Clean Marinas.

POSPET ADMINISTRATION

- Minutes: The group approved the draft summary notes of the April 2010 POSPET meeting.
- Web page: Jean noted that she'd posted a new photo, which Mary Ellen Voss had supplied. She will post the approved April notes. USCG Sector Puget Sound was invited to send text and photos so their program can be featured on the website.
- OILS 911: Jean provided a copy of the final usage report for July 1, 2009 through June 30th, 2010, and reminded the POSPET members that the system had been down for a couple of weeks in July of 2009. The total calls on the OILS 911 system for that period were: 22 in British Columbia, 131 in Washington, 12 in Oregon, and 206 in California, for a total of 371. Jean also provided a copy of the July - September 2010 usage as follows: 3 in British Columbia, 42 in Washington, 5 in Oregon and 53 in California for a total YTD of 103.
- Spills Aren't Slick materials: Harry Ota will check with the USCG Auxiliary regarding printing of the signs; this project was interrupted by the Deepwater Horizon response. Jean will send an email survey regarding POSPET members' needs for *Spills Aren't Slick* materials for 2011.
- Spring 2011 meeting: The group agreed to meet again in March or April of 2011; Jean will survey them in early 2011 to determine the best date and location.

MARINE FLARE DISPOSAL

- Marine flares have a 3-5 year "shelf life." Although the USCG requires disposal of expired flares, fire departments won't generally accept them. Vivian Matuk, who represents the California Coastal Commission

and the California Department of Boating and Waterways to POSPET, had inquired via email whether any POSPET members had any good ideas regarding marine flare disposal.

- Fran Recht replied via email on 10/26 that she had called the Coast Guard Marine Safety office in Seattle, and they told her that:
 - Mariners can keep expired flares to use as a backup on board, but they have to be kept in a separate container labeled "expired."
 - If a few mariners wanted to get together they could ask the local CG station or Auxiliary to do a demonstration training (that might provide an opportunity to set off flares).
 - A possible disposal method would be to soak the flares in water for 2-3 weeks and then break them in half. The water makes the explosives inert and then they can be disposed of in the regular trash.
- It was noted, however, that the problem of soaking the flares in the water is the fact that the water gets contaminated with perchlorates. In addition, some flares and other incendiary devices may become unstable and they still contain the hazardous materials
- The POSPET group had a spirited discussion on flare disposal at this meeting, but realized that there was no clear answer. It was noted that marinas may want to contact county or other municipal hazardous waste control agencies and have a "pick up" day scheduled at various marinas. However, transporting any significant quantities of used flares can also be a problem (both legal and safety). Eric Olsson noted that another possible option is to contact groups that conduct boating safety classes. Regarding keeping outdated flares as back-up, Eric would be hesitant to recommend this because if an outdated flare is used and it malfunctions and injures someone then there might be some liability issues.
- Vivian stated in a subsequent email that "We are moving forward here in CA with a couple of options. We even created a working group. Once we have something more concrete I will be sharing the information with all the POSPET members."

UNIVERSITY OF ALASKA SE ONLINE OIL SPILL COURSE FOR MARINE OPERATORS

- Eric Olsson demonstrated this online course which he had developed for the University of Alaska, SE. The training is aimed at the port and marina industries.
- The course involves slide shows and audio components and is very interactive. The fee for the course is \$150, and it takes 10-15 hours to complete. Tests and quizzes are not "open book," since a student is locked out of the course materials once s/he begins a test. There is also a final exam, which he oversees, since he is the course instructor.
- Eric noted that 33 students have completed the course so far.
- For more information, please see: http://www.uas.alaska.edu/sitka/coed/ports_marinas.html.

OTHER

- The Pacific Marine Expo will be November 18-20, 2010.
- The Seattle Boat Show will be in January or February, 2011.