

OREGON CLEAN MARINA News



Spring 2025

A MESSAGE FROM THE PROGRAM COORDINATOR

By Glenn Dolphin

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Welcome to the 2025 edition of the Clean Marina Newsletter. With warmer days ahead moving us closer to our traditional boating season, it's an exciting time of the year for those of us that enjoy being out on the water.

Our community of participating marinas has slowly grown over these past couple of years (see page 14 for more information about our newest certification). Last summer I was out travelling in the state performing the required three-year recertifications, visiting with 17 Clean Marina facilities. Most evaluations saw a high compliance rate with the program standards. The most common need during site visits was replacing an old or damaged marina sign or the replenishing of oil spill kit contents (adsorbent booms and pads). Both items are free to certified facilities. If you use your spill kit and need it replenished, see page 3 on how to request an oil spill kit refill. Please contact me soon after you use your supplies for a spill, especially if you deploy spill absorbent materials. You are also required by state and federal law to report any spill that creates a sheen. I can also provide a Spill Incident Report Form to you. See page 3 and your "Spills aren't Slick" marina signs with the reporting phone numbers.

Also in 2024, the Marine Board welcomed new staff to the Policy and Environmental Section of the agency, where the Clean Marina Program resides. In last year's newsletter, we introduced Alan Hanson, the new Policy and Environmental section manager. This year, we welcome Phil Hudspeth, the agency's new Policy and Environmental Program Coordinator. Phil has been with the Marine Board for close to a year now and stepped into the lead abandoned and derelict vessel coordinator role among other boating-related policy duties. Read more about Phil on page 2.

I hope you enjoy reading this year's newsletter and thank you for your continued support of the Clean Marina Program.



NEW POLICY AND ENVIRONMENTAL PROGRAM COORDINATOR

By Phil Hudspeth

Hello. I'm Phil Hudspeth, the Boat Policy & Environmental Coordinator for the Oregon State Marine Board (OSMB). I came to OSMB in April 2024, from another state agency where I served various roles including an operations policy analyst, program analyst and as the supervisor for an outreach team. Prior to state service, I was a congressional aide and field representative for Congressman Peter DeFazio. I am also a veteran of the U.S. Coast Guard.

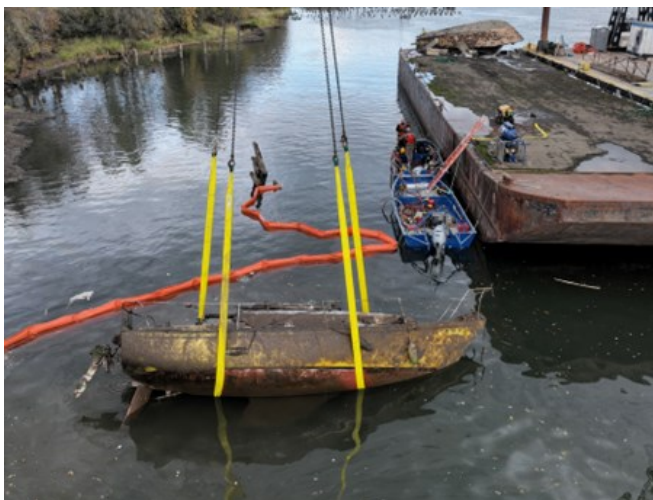
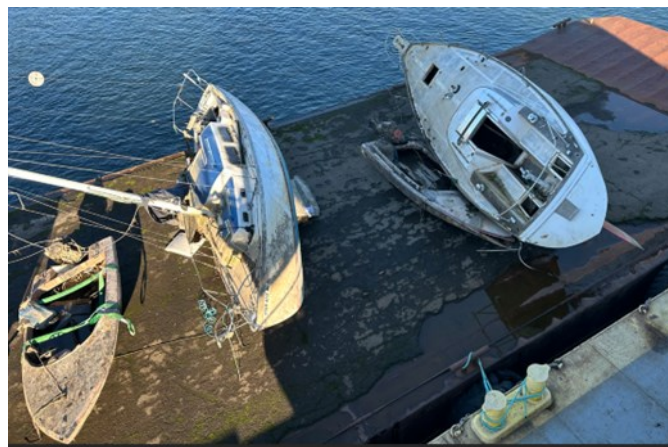


Since joining the OSMB team, I have been working with our law enforcement partners from around the state to remove abandoned and derelict vessels (ADV). I also support Alan Hanson, OSMB's Policy & Environmental Manager, on policies, and administrative rules for recreational boating.



My first project with the agency was to continue the work of my predecessor, Dorothy Diehl, with the Portland-metro area ADV removals. State Senator Kathleen Taylor directed \$1 million of federal funds from the America Rescue Plan Act (ARPA) to the OSMB to remove ADVs on the Willamette River in the Portland Metro area. OSMB removed 25 ADVs in 2022, and 19 in 2023. We were able to remove an additional 44

ADV in 2024 and partnered with the Oregon Department of State Lands (DSL) to stretch the remaining balance of ARPA funds to also remove eight problematic ADVs in the Multnomah Channel. A grand total of 88 ADVs were removed using ARPA funds.



Since joining the agency, I've found the staff to be extremely dedicated to fulfilling OSMB's mission and to serving Oregon's recreational boating community. It has been a real pleasure to be part of the OSMB team and continue working hard to protect our waterways.

PROGRAM ITEMS AVAILABLE

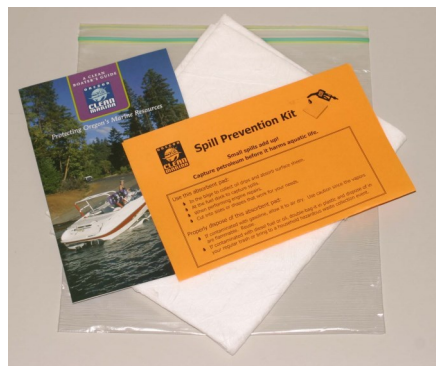
A reminder to participating facilities that the items shown below are available and free to order. These include the required marina signage that might have become damaged and needs replacement, or perhaps you need a new flag. Maybe your boater spill kit supply has run low, or you have a fuel station 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



Boater spill kit—box of 40 kits



AIS sign—18”x24”



Program flag



No-spill jug

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.

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.

OREGON ABANDONED AND DERELICT VESSEL PROGRAM

By Dorothy Diehl (Department of State Lands)

The end of 2024 marked the first full year of the Oregon Abandoned and Derelict Vessel (ADV) Program at the Department of State Lands (DSL). In June 2023, the Oregon legislature enacted HB 2914 which established the program at DSL in collaboration with the Oregon State Marine Board, the Department of Environmental Quality, and the Parks and Recreation Department. To kick things off, they also allocated \$18.76 million from the Monsanto PCB settlement to the newly established Oregon Abandoned and Derelict Vessel Fund. During the summer of 2023, DSL held over 40 one-on-one listening sessions with stakeholders to gather initial insights into the issue's scope, challenges, and potential solutions. Following this engagement, the Department formed an ADV Workgroup in September 2023 with members from various sectors including ports, marinas, waterway recreation, environmental protection, insurance, vessel salvage, law enforcement, and state/local government. These 24 workgroup members provided valuable input on the development of the ADV program framework that was adopted by the State Land Board in April 2024.

Since then, DSL has been busy implementing elements of the framework. A few highlights include:

- **Applied for Federal Funding:** DSL applied for a total of \$11 million in grant funds to support ADV clean-up and prevention, including \$1 million from the BoatUS Foundation and \$10 million from the NOAA Marine Debris Program. If our applications are successful (we'll find out in late spring) these funds will help with large

clean-ups, voluntary vessel disposal (also known as vessel turn-ins), and sub-award opportunities for other related initiatives.

- **Removed Large ADVs:** DSL initiated the seizure, towing, and disposal of three large abandoned vessels. These include the 55-foot F/V *Miss Stacey* and the 139-foot M/V *El Conquistador* in Coos County, as well as the 115-foot suction dredge *Herb Anderson* in Columbia County. These projects will wrap up in 2025.

- **Drafted Key Legislation:** DSL worked on a legislative concept that led to the introduction of SB 795 by Governor Kotek. This bill aims to revise the current ADV laws to make the removal and disposal of marine debris and ADVs quicker and more efficient. It also holds individuals accountable for the costs of clean-up if they cause a vessel to become abandoned or derelict.

- **Teamed Up with BoatUS Foundation:** DSL began collaborating with the BoatUS Foundation to support their effort to establish a nationwide mapping and database system for ADVs. This initiative is supported by funding the Foundation received from the NOAA Marine Debris Program.

- **Supported ADV Removal in Columbia County:** DSL helped provide funding for the Marine Board to leverage its remaining federal ARPA funds to remove eight sunken boats from Columbia County.

Facilitated Removal of Smaller Debris: DSL also played a role in the removal of several small vessels and pieces of marine debris from Oregon's waterways.

OREGON ABANDONED AND DERELICT VESSEL PROGRAM CONT.

In 2025, the Department of State Lands (DSL) has big plans to increase efforts around abandoned and derelict vessels (ADV) and marine debris. Here's what we will be working on:

- **Renegotiating Service Agreements:**

DSL plans to renegotiate current agreements with qualified contractors for vessel and marine debris removal and disposal, with the goal of expanding the pool of contractors available to handle this work across the state.

- **Launching a Grant Program:**

Staff will explore how the Abandoned and Derelict Vessel Fund could support local efforts aimed at removing, preventing, or mitigating ADVs and marine debris. This could potentially also be supported through federal grants.

- **Building Salvage Infrastructure:**

DSL is continuing to explore ways to support the development of salvage and shipbreaking capacity.

- **State-Sponsored Disposal Program:**

DSL is also working to set up a voluntary vessel disposal program, similar to the successful Vessel Turn-In Program previously piloted by Metro. Federal funds have been applied for to help get this program off the ground.



CHANNEL ISLAND MARINA AND THE RIDWELL PROGRAM

During last summer's site visit at the Channel Island Marina, located on the Multnomah Channel in Portland adjacent to the Sauvie Island Bridge, I was excited to learn about this floating home community's involvement with the Ridwell Recycling Program.

Back during March of 2024, this floating home moorage created a committee of interested residents to enhance the facility's conservation efforts, calling themselves the "CIMA Green Team". After an informational meeting about the Ridwell Program, 1/3 of the moorage residents signed up and joined. Another project that the Green Team is currently planning at the moorage is to hold a community-wide Styrofoam collection event; they are also evaluating the potential for community-wide composting. There are also plans to hold a "drop & swap" this summer where folks can offer up their items to other community members in a 1-day event.

Items would be free, and anything left over would be picked up by a local non-profit for re-use.

This is an enhanced recycling program that goes above and beyond the standard curbside collection programs offered in most cities. I'm sure those of us that have the standard collection service often wonder why we can't recycle more materials than what is currently offered. This is where the Ridwell program comes in. For a nominal monthly fee, all your hard-to-recycle items can be placed into cloth reuseable bags and collected every two weeks.

The following images are screen shots from the Ridwell website (www.ridwell.com) explaining how the program works, and which items can be recycled through their pick-up services. Way to go Channel Island Green Team for going above and beyond the basic Clean Marina Program standards!

HERE'S HOW IT WORKS

Collect hard-to-recycle items in your Ridwell bags

We give you bags to store your regular categories like plastic film, batteries, light bulbs, threads and more!

These are things we dispose of every day without a good recycling or reuse solution.

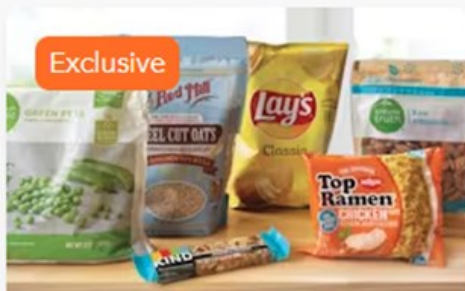
[See our categories](#)



CHANNEL ISLAND MARINA RIDWELL PROGRAM CONT.

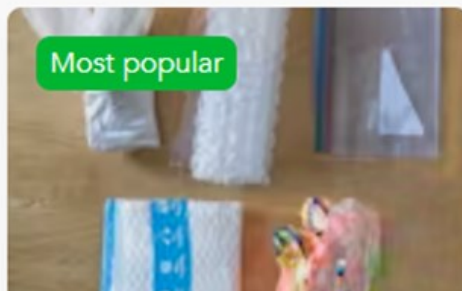
Get these categories picked up every two weeks.

Our core categories include everyday household items that you can't recycle curbside. Use your cloth Ridwell bags to keep things organized until your next pickup! The examples below are available in most locations.



Multi-layer plastic

Food storage bags, pet food bags, frozen food bags, and more layered packaging.



Plastic film

Shipping bags, plastic bags, overwrap, air pillows and other stretchy plastics!



Clothes, shoes, and textiles

Reusable and non-reusable clothes, shoes, linens and towels.



Household batteries

Alkaline, re-chargable, lithium-ion, and button.



Flat lids

Plastic with or without a label



Household lightbulbs

LED, CFL, and incandescents



Plastic clamshell containers

#1 PET clear plastic clamshell containers

CHANNEL ISLAND MARINA RIDWELL PROGRAM CONT.

Choose a featured category every pickup.

We'll opt you into the current featured category each pickup. We plan a calendar with recycling and reuse partners throughout the year. If the default featured category isn't a good fit for you, swap it with one of the categories that are always available.

Available every pickup

Swap into one of these categories when it works for you



Electronics
Portable devices, cords, and chargers



Corks
Natural corks and closures



Bottle caps
Loose plastic caps



Prescription pill bottles



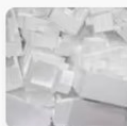
Bread tags



Flat lids
Plastic with or without a label

Clean out larger categories, on demand every pickup.

We offer additional categories that you can add-on to any regularly scheduled pickup. Add-on offers are available depending on your location and service level!



Styrofoam
Block, peanuts, & containers



Latex paint
Acrylic, latex and water-based



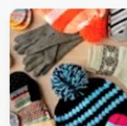
Fluorescent Light Tubes

Rotating featured categories

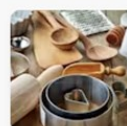
Just a few of the options you're likely to see throughout the year



Halloween candy



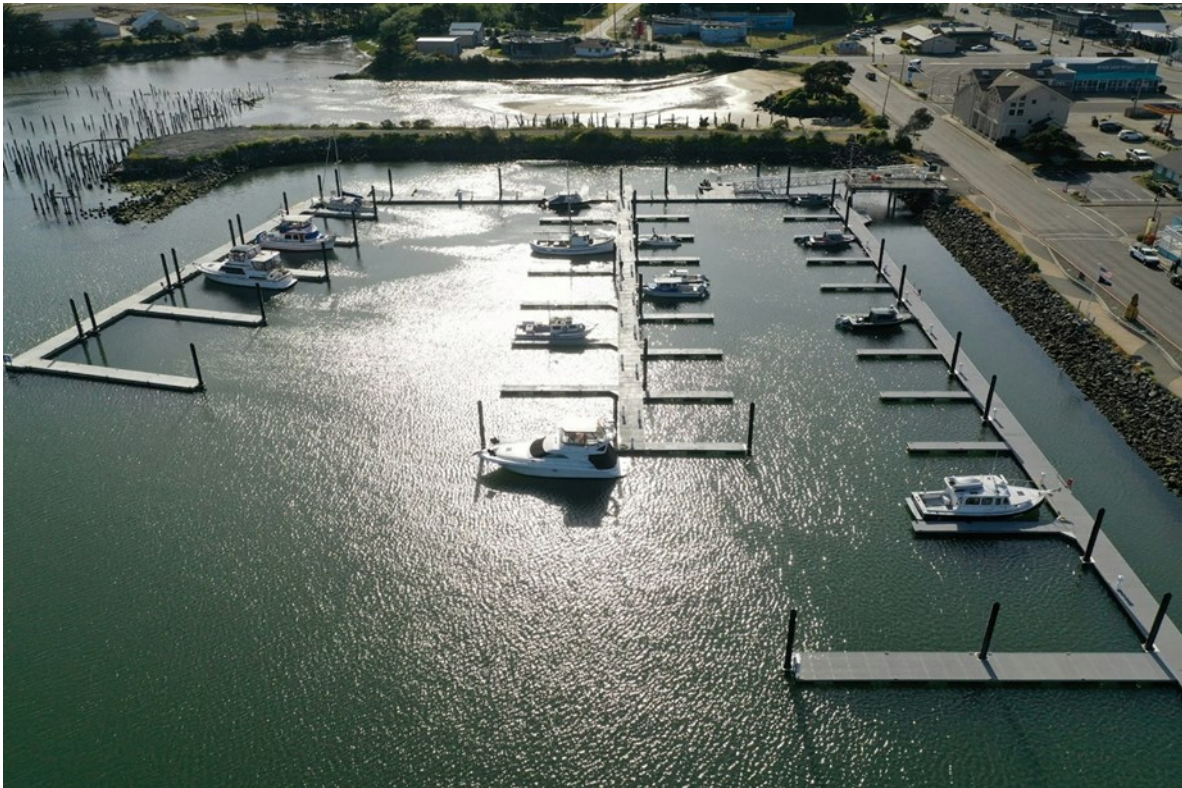
Winter warmth



Kitchenware

PORT OF BANDON MARINA REPLACEMENT PROJECT

Copied from the Ports website with permission



The completion of the new marina at the Port of Bandon is the result of a long-sought-after project by the Port Commission, Bandon Old Town merchants, and the boating community. The new marina replaces the original and well-used facility built in the early 80's that had gone well past its design life.

The project began in 2018, and involved evaluating the existing marina, assessing demand and function, exploring design options, selecting a preferred design, obtaining permits, and seeking and securing funding. After fully evaluating the condition of the existing docks and piles, the Port decided a full replacement was the most practical and responsible option moving forward. The Port hired PND Engineering to present replacement design options. Rian Johnson, of PND engineering, conceptualized a design that utilized a concrete dock breakwater to protect the marina, along with fiberglass reinforced plastic grated decking on the interior docks, a durable product, protective of the marine environment. With the preliminary design in hand, port staff wrote and obtained all local, state, and federal permits required for the project.

With approval of all permits, and with the project ready to go, the Port started to seek out funding opportunities. In 2021, in response to the COVID-19 pandemic and to lift economies, the US Congress passed the American Recovery Plan Act, signed by President Biden. Among other things the Act provided funding to states, including Oregon, for economic recovery. The Oregon Governor's Office made an agreement with Oregon's legislators to use some of these funds toward shovel ready projects across the state. This provided Oregon Senator David Brock Smith, then a house member, to work with Senator Heard in support of awarding \$2.8 million to the Port of Bandon to develop this project. Following this award the Port applied for additional funds through the Oregon State Marine Board's Boater Infrastructure Grant Program. The USFWS Boating Infrastructure Grant Program and Business Oregon's Port Infrastructure Development Fund, as well as private sources (namely the Bandon Dunes Charitable Foundation).

Continued on next page

PORT OF BANDON MARINA REPLACEMENT CONT.

The Port contributed to this project by writing and obtaining all required permits, seeking and writing numerous grants, providing a significant cash match, soliciting bids, and awarding and overseeing the construction contract with West Coast Contractors. West Coast in turn subcontracted with Bellingham Marine on the final dock design, fabrication, and dock delivery, KPFF engineering for the final overall marina design, Topper Industries for the new east end 100' gangway, Tri-County Plumbing for potable water and fire flow water delivery systems, and Reese Electric for modernized dock electric service. The City of Bandon Electric Department provided upgrades to power transformers needed to service the new facility. WCC also subcontracted with Bergerson Construction for the associated suction pipe dredge work, removing over

30,000 yards of sediment in the basin in between dock and pile removal and the installation of the new marina.

The new facility has a 35-50 year design life and includes an ADA accessible kayak launch and 100' long lightly sloping gangway from the main boarding pier. It offers over 80 slips from 20' to 70' in length for daily to year around moorage, and two 80' slips and one 120' side berth for additional transient boaters.

This project was started in 2023 during October and was completed during April of 2024 with the re-opening occurring the next month in May. This is truly an amazing new marina facility and this Port has been a certified Clean Marina since 2014.



ANNUAL GOLDEN ANCHOR AWARD Rose City Yacht Club



Our annual Golden Anchor Award is now in its fifth year, recognizing certified facilities which go above and beyond in their efforts to protect the environment. We realize that all program participants are doing great work, and by remaining a certified marina after your reoccurring three-year evaluation, it's a major accomplishment for all participants. However, every summer a facility (marina or boatyard) exceeds the basic implementation of program standards. The 2024 award recipient is highlighted in this section of the newsletter, and receives a framed certificate signed by the Marine Board Director.

This year's award goes to the **Rose City Yacht Club**, located along the Columbia River in Portland. This facility received its original certification back in 2007 and was the 14th certification to be awarded during the second full year of the program. Being a yacht club, this is more of a community of boaters rather than individuals renting slips at a big marina. There is a large focus on volunteerism at this club (as are most yacht clubs) and deserves to be highlighted by how well this facility is managed by its members, especially since there are no paid staff at this marina.

When it comes to meeting the program standards, this facility hit it out of the park last summer! The written rules of the club are comprehensive, and all members are held accountable for following them. New members are required to attend a club orientation training within the first year of membership. They learn the expectations for continued certification in the Clean Marina Program. By late July last summer, registration compliance for moored boats was 100%, and at full capacity with a total of 150 boat slips! To adhere to the abandoned and derelict boat prevention standards, all boat owners at this club who cannot obtain (or renew) an insurance

policy on their boat are asked to remove their vessel from the marina (this follow-thru has been documented recently).

Another requirement of club membership is participating in marina work parties organized four times per year. During these events, facility equipment is evaluated, and maintenance is conducted as needed. One example is the maintenance of the concrete docks and the annual work to clean up floating debris in the facility after the winter storm season. This annual work extends the lifespan of the docks. This marina also maintains a boat sewage pumpout station (only open to club members) and makes sure the sewage holding tank is kept in good working order. There are two emergency oil spill kits kept at opposite ends of the marina, along with a boat de-watering portable pump cart (emergency response item for a sinking boat) being available for use in the event of an emergency. Both of these items are part of this club's emergency response plan using the Clean Marina-provided template. Along with these tools and the plan, Rose City Yacht Club has a few permanent residents living on site in floating homes. These members are part of a team that walk the docks daily and are available to address issues during times when the general membership might not be on-site.

Additional practices that this facility implements very well are an extremely organized garbage and recycling area along with the used oil collection/recycle area being kept under cover and inside a small shed with spill containment. The Rose City Yacht Club is a well-deserving recipient of this year's award. I thank the membership for their commitment to protecting the environment.

Great job Rose City Yacht Club!

GOLDEN ANCHOR AWARD CONT.



Marina entry gangway



Oil spill kit and AIS sign



Garbage and recycling area



Sewage holding tank and pump station



Emergency boat de-watering pump cart



Used oil collection shed

OIL SPILL KITS AVAILABLE

During the past two years, I have seen several marinas needing to either upgrade their older spill kit or require a whole new one because of damaged (wet and moldy) absorbent materials. This is where the Clean Marina Program can help facilities that are in good standing and meeting program standards. Over the years the spill kit inventory has remained the same with; 50 feet of oil absorbent boom (in 10ft sections), 50 absorbent pads along with a couple pairs of gloves and a disposal bag. What has changed over the years is the construction of the actual hard plastic container that holds these supplies. It's evolved from a standard round 55-gallon drum container to a garbage can with wheels that in the early years was a thin plastic material, to more recently when a much stronger, thicker plastic can was purchased. Therefore, if you want to replace the one that you currently have (older thin

plastic can or damaged materials), or to add a second kit to your marina, contact me to schedule a delivery of a new kit to your facility.



PROGRAM STANDARDS, IMPLEMENTATION AND NEXT STEPS

As you have read about within this newsletter and in past editions, improvements to the program during the last couple of years were aimed at addressing vessels of concern before becoming abandoned or in the worst cases, sinking. Managers have been asked to increase the oversight of boats at their facilities and hold boat owners accountable for the condition their boats are kept in while moored.

After 18+ years of walking docks around the state, I've seen non-seaworthy boats deteriorate year after year and this is why the ADV prevention standards were developed. As a review, the standards now include:

- a minimum of an 80% compliance rate for motorboat and sailboat registrations when moored in Oregon waters (let's all strive for a higher percentage).

- a requirement for all boats to be in *seaworthy condition; and,
- an adequate insurance policy is maintained for each moored boat.

For the prevention standards to work as intended, all three elements need to be enforced with consequences for non-compliance. These standards will continue to be a high priority during site visits this summer. There's been improvement with active intervention at some facilities, while others are taking much needed steps in a positive direction. With continued momentum, there is hope that by working together we can overcome ADV pollution impacts and ultimately prevent problems from happening into the future.

** A seaworthy ship or other vessel under common law is one that is fit for the normal perils of the sea and offers reasonable safety to those on board.*

PROGRAM CERTIFICATION UPDATE

Last year we had another new facility complete the certification process to join our community. Let's welcome the **Warrenton Marina**, located on the northern coast near Astoria and managed by a small number of staff with the City. With year-round moorage available to boaters, this facility has all of the amenities you would find at a large coastal facility, with space for 293 moorage slips.

For the last two years, the planning and coordination leading up to certification has been happening with the facility officially becoming certified in September 2024. The Harbormaster, Jessica Megowan, did an amazing job at finalizing the moorage rules and regulations to meet the latest program standards. Boat owners are now being held accountable for not maintaining their boats in a seaworthy condition while moored at the facility, with a correspondingly high level

of boat registration compliance on the docks. The staff at this marina are truly dedicated and demonstrated great follow-through by completing the certification process. We're grateful for all their hard work for the boaters' and environmental benefits.



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 the 2024 field season:

- Channel Island Marina
- Columbia Point Yacht Club
- Cove Palisades Resort
- Depoe Bay Harbor
- Detroit Lake Marina
- Multnomah Channel Yacht Club
- Port of Alsea
- Port of Cascade Locks
- Port of Hood River
- Port of Siuslaw
- Portland Yacht Club

- River Place Marina
- Rose City Yacht Club
- River's Bend Marina
- Salpare Bay Marina
- St. Helens Marina
- Kane's Marina

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 assistance.

AQUATIC INVASIVE SPECIES PROGRAM UPDATE 2024 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 for boaters (AIS Prevention Permit), which funds the AIS Prevention Program. The discovery of quagga mussel veligers in the Snake River below Twin Falls, Idaho in September of 2023 and again in September 2024 emphasizes the importance of the AIS Prevention Program. Additionally, the discovery of golden mussels in the Sacramento River Delta in California further underlines the need to protect Oregon's waters from the introduction of aquatic invasive species and limit the spread of existing aquatic invasive species through the AIS prevention program. 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. Administration of the AIS Prevention Permit and law enforcement coordination are managed by OSMB.

ODFW operated five watercraft inspection stations located near Oregon's southern, eastern, and northern borders. Ashland and Ontario watercraft inspection stations operate year-round. The seasonal stations in Klamath Falls, Brookings, and Umatilla opened in late April. Brookings and Klamath Falls closed mid-September, while the Umatilla station remained open until early October. The two-person Roving Team based in Salem conducted AIS outreach and education activities at various boat ramps around the state and by attending local festivals. All motorized and non-motorized boats (canoes, kayaks, rafts, etc.) regardless of size are required to stop at inspection stations. In 2024, the five stations and roving crew conducted 18,719 watercraft inspections and 278 watercraft decontaminations, which included six for quagga or zebra mussels (*Dreissena rostriformis bugensis*, *D. polymorpha*, respectively).

In the 2024 fiscal year, revenue generated from AIS Prevention Permit totaled \$820,397. The AIS Prevention 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.

The program received additional funding from the US Army Corps of Engineers as part of the Water Resources Development Act (WRDA). This grant provided \$616,352 over 18 months and was used to help fund additional inspectors and hours of operation at the inspection stations.



This watercraft was intercepted with Quagga Mussels present at the Ontario Watercraft Inspection Station from Lake Havasu, AZ and was decontaminated by Beck Harper

Clean - Drain - Dry AND PULL

Always Inspect and Clean these Areas



the PLUG

STATE LAW

Remove the boat drain plug and empty all water-holding compartments when leaving a waterbody and while in transit to help protect Oregon's waterways



Primary Agency Address:
435 Commercial St. NE
Suite 400
Salem, OR 97301

Mailing Address:
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Phone: 503-378-8587
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marine.board@boat.oregon.gov

Find Us Online

Boat.Oregon.gov

Connect with us
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