

# Smart Harbors

Raising the Standard

Spring 2015

## United States Coast Guard – Boating Safety App

The US Coast Guard issued a [news release](#) stating that it has released a smartphone application (app) to enhance boating safety. The app includes: state boating information; a safety equipment checklist; free boating safety check requests; navigation rules; float plans; and calling features to report pollution or suspicious activity. When location services are activated, the app can also provide the latest weather reports from the nearest NOAA weather buoy; report the location of a hazard on the water; and, using the Emergency Assistance button, call the nearest Coast Guard command center. (5/16/15).

## Guidelines for the Release of Swimming Pool Water

The Department of Environmental Quality (DEQ) has developed Best Management Practices (BMPs) that cover the release of swimming pool and hot tub waters. When implemented, these BMPs minimize the potential for toxics to reach surface waters. Please remember to contact your local authorities prior to releasing any pool or hot tub water to obtain any local approvals that may be necessary.

For the complete guidelines and a link to the Regional DEQ offices please refer to the [Guidelines for the Release of Swimming Pool Water](#).



## Boating Infrastructure Grant Applications now being accepted

The Virginia Department of Health (VDH) is now accepting applications for the Boating Infrastructure Grant (BIG) through Monday, August 3, 2015. The BIG program is administered on the national level by the United States Fish and Wildlife Service and on the state level by VDH. The program is funded through the Sport Fish Restoration and Boating Trust Fund.

The BIG program is authorized to provide and enhance infrastructure at boating facilities for transient recreational vessels 26 feet or more in length. The enhanced infrastructure includes, but is not limited to, day docks, mooring buoys, docks and other equipment and services that benefits eligible users of the facility. There are two types of grants available, Tier 1 – State and Tier 2 – National. Tier 1 – State BIG is administered on the state level and provides up to \$200,000 per state for eligible projects. BIG Tier 2 – National competes on a national level with an award ceiling for eligible projects typically set at \$1,500,000.

See [50 CFR Part 86](#), Boating Infrastructure Grant Program; Final Rule, published May 6, 2015, for guidance on proposal preparation. Please note that the scoring criteria are new for 2015. Do not hesitate to contact Preston Smith, [Preston.Smith@vdh.virginia.gov](mailto:Preston.Smith@vdh.virginia.gov), 804-864-7468, or Anne Smith, [annesmith@vims.edu](mailto:annesmith@vims.edu), 804-684-7768 with any questions.

## Marine Fueling Stations – Attended v/s Unattended

This office recently received inquiries from two docking facilities, one existing and one proposed, on the legalities of providing unattended, 24 hour access to a marine fueling station. The answer to that question is not quite cut and dry. The National Fire Protection Association (NFPA) maintains standards and codes that local governments may elect to adopt.

[NFPA 30A](#) provides guidelines for Motor Fuel Dispensing Facilities and Repair Garages. Chapter 11.4.7 specifies that “each marine motor fuel dispensing facility shall have an attendant or supervisor on duty whenever the facility is open for business”. If a locality has adopted the standards set forth in NFPA 30A, then the marine fueling facility must have an attendant on duty when the facility is open for business. To determine if your

facility is in a locality that has adopted NFPA 30A, check with the Fire Marshal or the Building Inspector.

There are benefits and drawbacks to both methods of operating a marine fueling station. In an unattended, credit card operated situation you are not restricted to the hours of operation set by the facility and you do not have to pay an attendant to supervise each time a boater wants to get fuel. On the other

hand, if there is a spill, you are relying on the boater to report the spill so that cleanup can start as soon as possible. The owner of the facility is ultimately responsible for cleanup should a spill occur and an attendant that is supervising a fueling operation should have knowledge of the facilities [Spill Prevention, Control and Countermeasure Plan](#).



## Hampton Roads Boater Education Program

Congress passed the Clean Vessel Act (CVA) in 1992. The CVA, like the Boating Infrastructure Grant is administered nationally by the United States Fish and Wildlife Service and on a state level by the Virginia Department of Health (VDH). In addition to providing funding for pump-out and dump stations at boating facilities, the CVA has an education and outreach component.

VDH has partnered with [Hampton Roads Sanitation District \(HRSD\)](#), the city of Norfolk and the city of Virginia Beach to provide boaters with educational materials and complementary sewage holding tank pump-out demonstrations. Student interns will visit marinas in the HRSD service area and talk to boaters about the proper disposal of vessel sewage, provide them with literature showing the locations of pump-out stations in Virginia and offer free sewage holding tank pump-outs.

The popularity of the program has grown such that they now have one team working on Saturdays between Labor Day and Memorial Day; and three teams working Friday, Saturday and Sunday between Memorial Day and Labor Day. To schedule a visit at your marina call 757-460-4253 and leave a detailed message including your name, the name of your facility and a return phone number. The phone number is not continually manned, but they are diligent about returning calls.

There is also money available for the maintenance and installation of pump-out and dump stations. For more information, contact Scott M. Vogel, 804-864-7467, [ScottM.Vogel@vdh.virginia.gov](mailto:ScottM.Vogel@vdh.virginia.gov).

## Upcoming Events

**Please save the dates for several upcoming events!**

[National Marina Day](#) - June 13, State-wide

[RiverFest](#) - September 12, Nauticus

[Virginia Marine Trades Association Annual Meeting](#) - November 10, Virginia Institute of Marine Science

[National Working Waterfronts and Waterways Symposium](#) - November 16-19, Tampa, Florida

## Disposal of Expired Marine Flares

Pyrotechnic Visual Distress Signals, more commonly known as marine flares, are a required safety item in many boating situations. The problem is the marine flares typically expire after 42 months, leaving boaters with expired flares and limited methods to dispose of the expired flares. Primarily because they are explosives, flares are considered hazardous waste and may not be disposed of in regular trash. They also contain perchlorate which is recognized by the Environmental Protection Agency as a contaminant of concern.

In the past, the Coast Guard Auxiliary would take them in limited quantities for boating safety training. They no longer are permitted to accept expired flares. Some internet sites recommend soaking the expired flares in water until they are no longer reactive and disposing of them in the regular trash. They contain perchlorate so that method also creates a hazardous waste situation and is not recommended.

The United States Coast Guard Auxiliary has put together a flyer containing [Advice for Disposal of Expired Pyrotechnic Signaling Devices](#). In addition to the information contained in the flyer, check with the hazardous waste disposal facility in your area for their recommendation on expired marine flare disposal. In 2010 Rutgers Cooperative Extension held a [pilot disposal event](#) in association with the Marine Trades Boat Show and collected more than 600 expired flares. That type of event might add a temporary solution to the problem, but until sustainable funding / practices are developed, disposal of expired marine flares will still prove challenging.

## Marinas Participate in the 6th Annual Virginia Sea Grant Project Participants Symposium

Virginia Sea Grant hosted its 6th Annual Project Participants' Symposium on January 29, 2015, at the Crowne Plaza Hotel in Richmond, Virginia. Student research and outcomes from the 2014 breakout sessions were highlighted during the morning. The afternoon sessions, titled "Integration in Action: Breakouts", featured "Dimensions of Resilience for Working Waterfronts" and "Starting Down the Path of Ecosystem-Based Fisheries Management for Oysters."

Dr. Michelle Covi, Old Dominion University and Anne Smith, Virginia Institute of Marine Science, introduced the audience to the concept of resilience and the definition of Working Waterfronts in the "Dimensions of Resilience for Working Waterfront" session. The session then featured a panel of two small business owners, a Town Harbor Master and a Senior Regional Planner. Lew Grimm, owner, Deltaville Yachting Center, stressed the importance of private sector/government balance. Bruce Sanders, owner, Rappahannock Yachts, noted that the changing demographics of boating and tax rate irregularities in different localities are a challenge to Working Waterfronts. Smitty Dize, Town Harbor Master, Cape Charles Town Harbor, grew up on Working Waterfronts and discussed the need to demonstrate the benefits of Working Waterfronts so there is support for rebuilding should a natural disaster



occur. And finally, Ben McFarlane, Senior Regional Planner, Hampton Roads Planning District Commission, outlined near term threats such as taxes and the aging population of watermen; mid-term threats like the status of our natural resources; and the long-term threats of climate change and sea level rise to our Working Waterfronts. The session ended with roundtable discussions and audience participation. For more information about the 6th Annual Virginia Sea Grant Project Participants Symposium please visit the [Virginia Sea Grant website](#).



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