

Smart Harbors

Raising the Standard

Winter 2022

Virginia Clean Boater Program: 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 Spring 2022 and we would like to include information from the marina community.

Comments or questions please email VCMC: askVCMC@vims.edu or call 804-684-7768.



Boat Winterizing Truth or Myth? Test Your Knowledge

Recreational boat owners are preparing their boats for a long winter's nap, but sugarplums aren't dancing in their heads. What may keep them up at night is hoping cold temperatures won't damage their boats. Freshwater expands in volume by about 9% when it freezes and can push outward with a force of tens of thousands of pounds per square inch, cracking engine blocks, damaging fiberglass, splitting hoses and waterlines, and destroying refrigeration systems. Boat Owners Association of The United States' ([BoatUS](http://BoatUS.com)) marine insurance provider, GEICO, shares that boaters often don't become aware of the damage until springtime.

To prevent your boat from becoming a winter storage statistic, BoatUS has a three question, true-false quiz for boaters to test their winterizing knowledge and also offers a free Boater's Guide to Winterizing that includes a two-page winterizing checklist, as well as other winterizing resources, at BoatUS.com/Winterization.

1. True or false? A boat's internal gas tank should be left nearly full of fuel over the winter.

Answer: True. Before there was ethanol in our nation's fuel supply, the best advice was to leave the tank as empty as possible, ensuring you could add plenty of fresh gas at the start of the next season. For built-in gas tanks today, however, the name of the winterization game is to prevent condensation from forming on the inside of the tank walls, typically a



result of daily freeze/thaw cycles. Boat fuel systems are not closed and draw in humid air via the vent. Keeping the tank nearly full, with a little room for expansion, doesn't give water droplets the chance to form and mix with the fuel, which may contain up to 10% ethanol, potentially leading to [phase separation](#). Phase separation is when water and ethanol separate out from the fuel and settle on the bottom of the tank. This phase-separated cocktail can stall out or even damage your engine. Also note, never plug a vent, as it can rupture the fuel system.

Portable gas tanks, on the other hand, are best removed and emptied, typically into a vehicle if the gas is unmixed or, if mixed, used in other two-stroke engines. One caveat for boats stored in racks — be sure to check your marina's fuel-storage policy. Also, understand that once fuel becomes phase separated, no amount of additives or fuel stabilizers can help. The contaminated fuel and water mixture must be safely removed by a professional.

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Most-Watched New BoatUS Videos of 2021

Top 10 list of how-to, things-you-need-to-know boating videos


Repairing gelcoat is a common boat owner task, but it requires more than just filling in small spider cracks. “How to Spray Gelcoat on a Boat Using a Preval Sprayer,” which shows how to make professional gelcoat repairs over a larger area, was the most-watched new BoatUS video of 2021, from BoatUS Magazine. The second most-watched video on the list, “Bilge Pump Not Working? Here’s How To Troubleshoot the Problem” proves that even in this technological era, boaters continue to be vexed with the age-old issue of keeping water out of the boat.

Here are the boating advocacy, services and safety group’s Top 10 most-watched BoatUS videos of 2021:

1. [How To Spray Gelcoat on a Boat Using a Preval Sprayer](#)
2. [Bilge Pump Not Working? Here’s How To Troubleshoot the Problem](#)
3. [Understanding the April 2021 Engine Cutoff Switch Law](#)
4. [Outboard Won’t Start? Try These 3 Simple Fixes First](#)
5. [Replace Gaskets on Deck Hatches & Fishboxes](#)
6. [Planing Powerboat Hull Designs](#)
7. [Signs of Quality in a Boat T-Top](#)
8. [Set Fishing Reel Drag](#)
9. [Flotilla Boat Charter in the Pacific Northwest Slide Show](#)
10. [The Right Way to Use a Fishing Net](#)



BoatUS shows you how to use a disposable sprayer to repair gelcoat.

NEWS From BoatUS 
Boat Owners Association of The United States
5323 Port Royal Road, Springfield, VA 22151

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2. True or false? Instead of winterizing a boat’s engine and plumbing systems, it’s acceptable to use a plug-in space heater to prevent freeze damage.

Answer: False. GEICO marine insurance claims files show that substituting proven winterization procedures with an electric heater can lead to claims for not only catastrophic engine damage, but fire as well. Claims files are littered with instances of heaters tipping over, shorting out, or igniting nearby combustibles.

Even if you live in a temperate state, you should properly winterize your boat even if you will only be off the water for a few weeks. Having an engine flush system makes replacing raw engine water with antifreeze fast and easy. The top 10 states for winterizing-related insurance claims include 1. Texas, 2. New York, 3. New Jersey and Maryland (tie), 5. Virginia, 6. Mississippi, 7. Georgia, 8. North Carolina, 9. Washington, and 10. South Carolina.

3. True or false? Most insurance policies cover ice and freeze damage as a result of cold winter temperatures.

Answer: False. Coverage for ice and freeze damage is often excluded from marine insurance unless the policyholder specifically requests it. Ice and freeze coverage may be added as a policy rider or endorsement. This coverage takes care of winterizing mistakes made by your marina, yard or other professional service provider that can leave your engine unprotected when temperatures tumble or when winter storms knock out the heat to indoor boat storage facilities.

This coverage has one caveat: Most insurers do not offer it once temperatures drop, usually the end of October, so check with your insurer in the warmer months. BoatUS offers GEICO marine insurance policies that can add this coverage for as little as \$25. To get a free quote, go to BoatUS.com/Insurance.

NEWS From BoatUS 

CleanWay™ Fuel Fill Kits

Starting in early Spring 2022, VCMP representatives will begin distributing CleanWay™ devices to each certified Virginia Clean Marina (one device for each standard fuel port size). Full color laminated instructions will be provided, and a brief training will be conducted with marina operators and staff. Operators can then instruct their clients in the proper use of the units when refueling.

Funding for this project was secured through the Chesapeake Bay Restoration Fund and sales of the “Friend of the Chesapeake” license plate. For more information about the CleanWay™ fuel fill kits, please email askVCMP@vims.edu.



AIWA Annual Meeting in Atlantic Beach, Florida



The Unified Voice of the Waterway

Over 20 years of Advocacy and Education

"It's good to be back in-person" was a common refrain shared by almost 70 participants at the 2021 AIWA Annual Meeting. After holding a virtual conference last year, the AIWA chose to meet in-person this year and it was one of our best ever! With a jam-packed agenda and participation by many in leadership positions, the participants were able to have one-on-one time with the decision makers whose work impacts the waterway.

As expected, one of our meeting highlights was the annual 'State of the Waterway' presentations by Navigation program. The SAD presentation by Dylan Davis included very important pieces of good news

that we have been hoping for. In a review of waterway shipping data, Mr. Davis found that as the federal government has made increases in federal funding for the waterway and alleviated some of the maintenance dredging backlog, the commercial value of cargo being shipped on the AIWW has increased. A true life example of the phrase, "if we build it, they will come!"

We are grateful to all of our speakers for their time spent with us in Atlantic Beach. Specifically we want to acknowledge the warm welcome and presentation on the history of the AIWW by USACE Jacksonville Deputy District Commander

MAJ Matthew Miller, and to Captain Jeff Flumignan, Director of the Office of Maritime Intermodal Outreach for the Maritime Administration-U.S. DOT, for bringing us up to speed on the Marine Highways Program and other MARAD initiatives. Additionally Jeff introduced the audience to Ms. Branden Villalona who is soon to be the new South Atlantic Gateway Director for MARAD.

We would also like to recognize our board of directors 'passing of the gavel' from the 2020-2021 AIWA

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It's Time for the Midwinter Visit to the Boat: 8 Secrets for a Safe Checkup

ANNAPOLIS, Md. – It's midwinter which means it's time to check up on your vessel in storage. Why? How your boat fares over the long and, in some cases, brutal winter will help ensure a timely spring launch. However, checking up on a boat during winter requires unique seasonal safeguards according to the BoatUS Foundation for Boating Safety and Clean Water. U.S. Coast Guard statistics show that January has **the most** number of accidents that result in death. Here are eight tips for doing it safely:

- ≈ If your boat is stored in the water, consider making a visit with a friend. That's because there's a good chance that in the dead of winter no one would hear a potential call for help if you accidentally slipped and fell overboard.
- ≈ If there's ever a reason to wear a life jacket, now may be the time, especially if you're solo. A simple little slip could have big consequences, and a life jacket could buy you the time for self-rescue, which tees up the next tip:

- ≈ Know where the dock ladders are located.
- ≈ Fluffy snow can be deceptively slick, so save the smooth-soled boat shoes for the summer and wear something with traction. According to BoatUS Marine Insurance, slip and falls are a common claim occurring in a marina.
- ≈ Be extremely careful if using a ladder when boarding a boat stored in the marina yard or on a trailer. Ensure it is firmly planted, secure it with a line at the top to avoid shifting, and if possible, have a friend hold it when you're ascending/descending. Use bucket and line tied to a cleat to help move tools and supplies to keep your hands free to hold the ladder.
- ≈ Heavy snow loads can add tremendous weight. Now is the time to ensure any tarps or coverings haven't been loosened and enough pitch remains to slough off snow and ice. As during boating season, always "keep one hand on the boat" when adjusting covers or lines that are difficult to reach.



A fall into the water this time of year could quickly become life threatening. Photo credit: BoatUS.

- ≈ Check jack stands to ensure they haven't moved, but don't ever attempt to move or adjust one by yourself – that's the marina's job. Do not tie off tarps to stands as winds could pull them out.
- ≈ Shoveling or chipping away ice on your boat may cause damage. A stiff broom is best to clear a path.

BoatUS: Signing of Infrastructure Bill Is Good for Recreational Boaters, Anglers

SPRINGFIELD, VA, Nov. 15, 2021— With President Biden’s signing of the \$1.2 trillion bipartisan Infrastructure Investment and Jobs Act (IIJA), you may have mistakenly thought that only road, bridge, rail, power and water infrastructure, public transit, drinking and wastewater, high speed internet, environmental, and clean energy interests may benefit. The nation’s largest advocacy, services, and safety group, Boat Owners Association of The United States ([BoatUS](#)), says recreational boaters also made some significant gains on the bill touted as a “[once-in-a-generation investment in our infrastructure](#).”

The biggest payoff for boaters with the IIJA comes the reauthorization of the “Sport Fish Restoration, Recreational Boating Safety, and Wildlife Restoration Act of 2021,” which provides funding for state-based conservation programs, boating safety, aquatic resources education,

pumpout, derelict vessel, fisheries management and restoration.

‘Sport Fish’ also funds recreational boat access, such as local launch ramps, as well as the highly popular [Boating Infrastructure Grant](#) (BIG) program that grows the availability of safe and protected harborage for overnight, transient boaters. A “user pay – public benefit” funding mechanism, Sport Fish’s nearly \$650 million trust fund budget comes from boat fuel taxes and excise taxes paid by boaters and anglers purchasing fishing and boating equipment.

“The reauthorization of Sport Fish is the cornerstone of so much of what recreational boaters and anglers connect to while on the water,” said BoatUS Manager of Government Affairs David Kennedy. He adds, “BoatUS greatly thanks Sport Fish reauthorization bill sponsors, Sens. Maria Cantwell (D-WA) and Roger Wicker (R-MS), and Reps. Debbie

Dingell (D-MI) and Garrett Graves (R-LA). Their bipartisanship is a big plus for boaters and anglers.”

Sport Fish reauthorization will also pay for a comprehensive study on the growing number of nonmotorized paddlecraft, resultant user conflicts, and potential for increased accidents. Kennedy notes that while paddlecraft operators utilize launch ramps and other recreational boating facilities, “they do not currently pay into the trust fund, and we need to look at how to equitably fund waterway access points.”

IIJA also provides funds to US Army Corps of Engineers and other water-resource projects, including inland waterways construction, flood control, resiliency, watershed rehabilitation, aquatic ecosystem restoration, invasive species control, marine debris removal, and inland and coastal navigation projects — all good things to any boater’s or angler’s ear.

AIWA Annual Meeting in Atlantic Beach, Florida, continued from page 3

Chair David Kennedy of Boat Owners Association of the U.S. (BoatU.S.) to David Dickerson of National Marine Manufacturers Association. A special thanks to David Kennedy for your leadership and support through these uncommon times navigating the impacts of Covid-19 on marine businesses and throughout the non-profit sphere.

In addition, Devon Carlock, Cottrell Contracting Corporation, was elected Vice-Chair; Michael Gerhardt, Cashman Dredging and Marine Construction was elected Treas-

urer; and Jerry Scarborough, Taylor Engineering, Inc., was re-elected Secretary. We welcome our new officers, and thank our stellar board of directors for all they do for the waterway!

Our annual meeting is the preeminent gathering of experts, project managers, and users of the Atlantic Intracoastal Waterway (AIWW), and we hope you plan to join us next November for the 2022 Annual Meeting. All of the 2021 presentations can be found on our [conference webpage](#).

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, if you would like bilge pads for your slip holders.

