

Smart Harbors

Raising the Standard

Winter 2023

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 2023 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.



Atlantic Intracoastal Waterway (AIWW) Meeting Notes



The Unified Voice of the Waterway
Over 20 years of advocacy and education

On November 16-17, 2022, over 70 stakeholders of the Atlantic Intracoastal Waterway (AIWW) gathered in Norfolk, Virginia to discuss the management of this vital marine highway. Participants included representatives of federal agencies who are responsible for managing the waterway along with commercial, recreational, and state and local interests. Highlights of the event included:

- ≈ A State of the Waterway Update from U.S. Army Corps of Engineers-North and South Atlantic Divisions, and Corps Districts along the Eastern Seaboard
- ≈ Presentations from our federal partners at the Maritime Administration of the U.S. Department of Transportation, and National Oceanic & Atmospheric Administration
- ≈ A View from Washington, D.C. from the National Waterways Conference and BoatU.S.
- ≈ Panels on Offshore Wind Development and local Virginia projects and challenges

≈ The AIWA Annual Meeting and Recap of our 2022 Efforts and Successes

In addition, Kristin Meira shared information about the American Cruise Line operations as our luncheon speaker.

One of the most interactive topics was covered by Ed Tillet and Bob Sherer. Ed set the stage on the topic “Utilizing input from the recreational boating community to better manage the AIWW,” and Bob walked participants through specific cases where we have “moved the AIWW” to utilize naturally deep channels to reduce dredging needs, and new AIWW stretches for exploration and consideration. We are strong supporters of management alternatives that lessen dredging frequency while maintaining commercial shipping viability, and look forward to continue exploring this initiative with them.

We are thankful for all who attended and participated through their presentations and active Q&A. We look forward to providing additional information on federal funding when it becomes available, and one of many good news takeaways is that federal dredging projects are scheduled or are underway for every state along the AIWW.

The PowerPoint presentations are posted on the AIWA annual meeting webpage and can be accessed [by clicking here](#).



Norfolk waterfront. Copyright © 2022. Atlantic Intracoastal Waterway Association. All rights reserved.

What Did We Name Our Boats in 2022?

BoatUS Top 10 Boat Names List: Buh bye to 'Social Distancing'

SPRINGFIELD, Va., Nov. 8, 2022-- Now that recreational boating is coming to a close in much of the country, BoatUS takes a look back at the [Top 10 boat names](#) ordered this season through its online [boat graphics](#) service and provides some commentary.

1. *Andiamo*: Meaning “let’s go / we go / come on” in Italian, *Andiamo* remains in the No. 1 spot from last year’s list. It’s also a happy refrain heard from the person behind the helm as they put the throttle down and head to open waters.
2. *Osprey*: This year marked the premiere of *Osprey*, having never before made the top 10. In a unique twist, *Osprey* bumped last year’s No. 2 boat name, Social Distancing, completely off the list. ‘Nuff said, right?
3. *Serenity*: This No. 3 name is so popular it has made the top 10 seven times since 2010, tying the record with *Second Wind*. Yep, you guessed it – both are popular with sailboat owners.
4. *Encore*: Also a newcomer to the top 10 this year, *Encore* may be the boat name of choice for an entertainer. Or, it could indicate the “next” boat – either satisfying the 3-foot-it-is or scaling down, or maybe even coming back to boat owning after a hiatus.
5. *Zephyr*: Last appearing on the top 10 in 2010, sailors will welcome this reference to a gentle breeze back to the list.
6. *Second Wind*: Is this boat named for a new chapter in life or achievement? A comeback? A new strength? We’ll never know for sure, but gosh is it perennially popular.
7. *Adventure*: A boat with this name is usually out of the slip every

weekend putting miles of water under the keel.

8. *Knot on Call*: This boat name serves as a notice that on-the-water time can’t be tampered with. Of unique importance, the owner of this boat can silence their cellphone ring in just under two seconds.
9. *Shenanigans*: Quit fooling around. *Shenanigans* are a part of every boating culture.
10. *Grace*: In its fourth appearance on the top 10 boat names list since 2010, *Grace* likely holds deep meaning for vessels with beautiful lines or for those that navigate with finesse. This is the one boat in the marina that also makes docking look easy.



According to BoatUS, anglers have a fondness for naming their fishing boats Osprey, a bird of prey that dives into the water with gusto to catch its dinner.

For a look at all of the BoatUS Top 10 Boat Names lists over the years, go to [BoatUS.com/BoatNames](https://www.boatus.com/BoatNames). The BoatUS Graphics service offers an online design tool that allows you to easily create custom boat graphics with fast turnaround times. BoatUS also offers simple step-by-step video instructions on how to install your new graphics yourself.

Boating United: Speak Out Against NOAA Fisheries' Vessel Speed Restrictions

The following issue was brought to our attention by AIWA Board members and our partners at [Boating United](#). We recommend you review the message below and make your voice heard if you have concerns on this issue.

From Boating United:

“NOAA Fisheries is proposing new vessel speed restrictions from Massachusetts to Florida to protect North Atlantic Right Whales. This federal rule poses numerous setbacks to recreational fishing and boating, and if implemented, will have unintended consequences for the public.

NOAA is proposing to broaden the current 10-knot speed restriction to include vessels 35 feet and larger (down from 65 feet); expand

the go-slow zones to include virtually the entire Atlantic Coast, plus a 90 mile radius, and extend these zone restrictions as long as seven months a year. This would cripple America’s Outdoor Recreation Economy along the Atlantic Coast.

Act ahead of the October 31 deadline and submit comments to NOAA and urge the Agency to implement much needed improvements to its proposal to ensure the health of both the right whale population and recreational fishing and boating.”

Click the link below to access the [Boating United webpage](#) and submit your comments.

A Month After Landfall, TowBoatUS Hurricane Ian Recovery Crews Faced Challenges

PINE ISLAND, FL, October 27, 2022— Nearly one month after making landfall September 28 as a Category 4 storm, Hurricane Ian challenged TowBoatUS cleanup crews tasked with salvaging thousands of recreational vessels damaged or destroyed by the historic storm – one of the deadliest in the state’s history.

The TowBoatUS on-water towing fleet from Naples to Venice, which typically handles routine on-water assistance for recreational boaters, was at the center of the recovery effort to remove vessels from waterways, backyards, parks, roads, docks and boat lifts.

“Based on the destruction we saw, Hurricane Ian was ten times worse than 2004’s Hurricane Charley,” said Capt. Kyle Potts of TowBoatUS Charlotte Harbor/Pine Island. “Land has been scrubbed where homes used to be, and thousands of vessels were damaged or destroyed.”

After Potts and his TowBoatUS salvage crews tackled most of the small boat recoveries – those of trailer-boat size – they moved to the more difficult larger vessels, as well as monitoring and prioritizing those that are environmental hazards. Much of the effort is on behalf of GEICO marine insurance policyholders, as well as other insurance companies and uninsured boat owners.

Potts acknowledged that most members of his team were like many Floridians struggling to recover their own homes damaged by the storm. “All of our salvage crews, captains and office staff put our own families’ personal affairs aside and didn’t stop working until the storm cleared.”

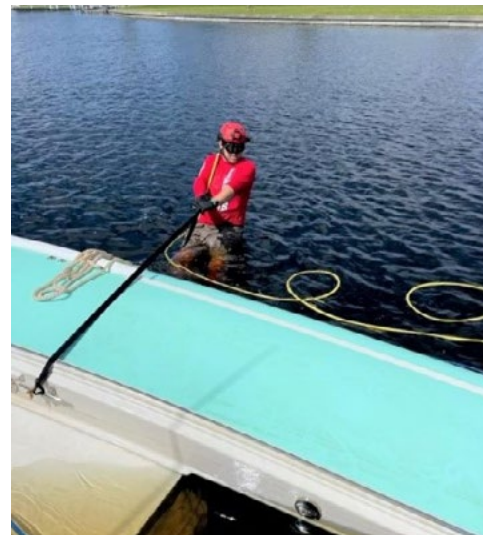
Challenging the TowBoatUS salvors were waterways littered with debris. “Almost every trip across Charlotte Harbor we encountered decks, pilings – you name it – that challenge navigation,” said Capt. Potts. “If we strike anything, we run the risk of taking a towboat out of service.”

Potts says the region’s miles of residential canals, which are home

to thousands of recreational vessels, present a unique challenge to recovery efforts. “Canals were choked with debris and only accessible under small, low bridges that don’t allow for speedy waterborne recovery. We had to figure out how to recover vessels that require a barge and crane – but without having one.” This is where his team’s years of salvage experience came into play, with creative use of air bags, custom-built cradles and maneuvers that don’t cause additional damage during the recovery effort.

Capt. Potts said the lack of disposal yards – on-shore facilities that can receive by water and properly dispose of larger wrecked vessels – continued to hamper recovery efforts, which he believes will take several more months to complete.

Helping to get Florida back on its feet has also meant helping out neighbors in other ways. In the first week after the storm TowBoatUS Charlotte Harbor/Pine Island co-owner and Potts’ wife, Jessica, organized transportation off Pine Island for residents with critical health issues, using TowBoatUS response vessels to ferry the injured or ill to the mainland. “We had no access, no police, no fire and a



TowBoatUS salvage crews working in waters tainted by storm-driven pollution and dangerous debris, recover a vessel that was blown from its boat lift in Punta Gorda Isles. (credit TowBoatUS Port Charlotte/Pine Island).

lot of medical emergencies. This gave folks the only way to seek care off island,” said Jessica.

Farther south in Naples, Florida, TowBoatUS Naples owner Capt. Todd Dillman said the issue in his area was the volume of boats scattered across the landscape. “Unlike to the north, we didn’t have a lot of sunk boats, but what we had were boats in precarious places I did not ever think a boat could be, including landing in swimming pools and deposited between homes and buildings that only offer a sliver of access.”

Because of this, Dillman’s salvage operations relied on cranes to pluck boats out of incredibly tight spots without causing further damage to the boat or structures. He, too, struggled to find the critical waterborne or land access for the heavy equipment needed. “It’s a lot of problem-solving: Can I get a forklift in? A barge? What’s the timing on bridges? It was an insane balancing act,” he says.

One difference in his region compared to those to the north, said Dillman, was that many residents in his area are part-time. “We got lots of calls from out of state or abroad, and these folks simply had no way to know where their boats were.”

Dillman’s crews also struggled to safely navigate. “We hit multiple submerged cars. We tried to mark them for cleanup.” Unbelievably, some boaters returned to waterways that have no navigation aids to guide them and whose shoals had shifted, especially at inlets. “It’s not the safest time to be on the water,” Dillman said. He thinks it will be at least a year before the local boating experience is restored, and likely longer.

When asked if he has any lessons learned from Hurricane Ian for boaters, Dillman is straight to the point: “People need to truly understand how unpredictable these storms can be. If you see a storm coming, you should start preparing. It’s that simple. It only took one little turn to devastate everything.”

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.

- 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.

<https://www.boatus.org/cold-water-boating/infographic/>



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

Clean Marinas: Helping the Environment can be as Simple as Choosing a Marina

Whether you are looking for a new home for your boat or just selecting a destination for a weekend cruise, giving your business to certified Clean Marinas supports these businesses who have voluntarily adopted environmentally friendly practices at their marinas. Many states now have Clean Marina programs that work with marinas to help them minimize their environmental impacts.

For a boater, this can mean clean, well-lit bathrooms, shore-side laundry facilities, more grassy areas, convenient pumpout stations, plenty of trash cans and recycling bins and many other amenities that not only

help keep the waterway clean, they make your time at the marina more pleasant.

Clean Marina programs are voluntary programs run by many states in coordination with the National Oceanic and Atmospheric Association (NOAA). These voluntary programs encourage marina operators and recreational boaters to protect the boating environment by practicing environmentally sound operating and maintenance procedures.

The BoatUS Foundation for Boating Safety and Clean Water is an innovative leader promoting safe, clean and responsible boating.

VIRGINIA CLEAN MARINA

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