



EPA Tightens Emission Standards on Powerboats

Gas-powered engines, including personal watercraft and speedboats, will soon contribute to healthier and cleaner air for Americans. The Environmental Protection Agency (EPA) has set strict new standards for marine engines, lawn, and garden equipment, enhancing public health by substantially reducing the amount of gas fumes, carbon monoxide, hydrocarbons, and smog-forming pollutants emitted from a wide range of engines. The rule powers up in 2010 for a full range of gas-powered personal watercraft and inboard and outboard engines.

“These standards help fight smog in our neighborhoods and waterways as we continue to improve the environmental landscape” said EPA Administrator Stephen L. Johnson. When fully implemented, the rule will yield annual emission reductions of 600,000 tons of hydrocarbons (HC), 130,000 tons of nitrogen oxide (NOx), 5,500 tons of direct particulate matter, and 1.5 million tons of carbon monoxide (CO). EPA expects the new standards to save approximately 190 million gallons of gasoline each year.

To meet the new exhaust emission standards, manufacturers will likely employ catalytic converters for the first time in many small watercraft. After rigorous analysis and work with stakeholders, EPA determined this strategy was feasible and safe. This regulation also includes the first national standards for boats powered by stern-drive or inboard engines, and carbon monoxide standards for gasoline-powered engines used in recreational watercraft.



Photo source www.wearitcalifornia.com

Recreational watercraft powered by gasoline engines will incur a 70 percent reduction in HC and NOx emissions, a 20 percent reduction in CO and a 70 percent reduction in fuel evaporative emissions.

Each year, Americans spend more than 3 billion hours using lawn and garden equipment and more than 500 million hours in recreational boating. As a result, the total estimated public health benefits range between \$1.6 and \$4.4 billion by 2030. These benefits outweigh estimated costs by at least eight to one, while preventing over 300 premature deaths, 1,700 hospitalizations, and 23,000 lost workdays annually.

The rule opens another chapter in EPA’s success story of curbing emissions from non-road sources.

For more information, visit:

Lawn and Garden (Small Gasoline) Equipment: epa.gov/otaq/equip-ld.htm

Gasoline Boats and Personal Watercraft: epa.gov/otaq/marinesi.htm

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trees	water	energy	solid waste	greenhouse gases
5 fully grown	2,211 gallons	3 million Btu	238 pounds	528 pounds

Calculations based on research by Environmental Defense Fund and other members of the Paper Task Force.

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Picking it up in Marina del Rey

Coastal Cleanup day is held annually every 3rd week of September and it is the highlight of California Coastal Commission's year-round Adopt-A-Beach program. The Santa Monica Bay Restoration Foundation looks forward to gaining the community's support again for the 2009 cleanup event so we can continue promoting a clean marina for everyone to enjoy.

On September 20, 2008, 130+ volunteers gathered at Dock 52, Marina del Rey, to participate in what may be the biggest, single volunteer day event in the world- Coastal Cleanup Day. Volunteers kayaked around Marina del Rey (the only Los Angeles site using kayaks), while helping to restore the harbor's pristine beauty. Among the volunteers were the City of Santa Monica's Mayor

Richard Bloom, Los Angeles County Public Works Commissioner Paula Daniels, and Pier 44 Dockmaster Jun Dolor.

In 2007, 100 kayakers set out to help clean Marina del Rey. This year, that number rose to 131 volunteers! Collectively, this year's cleanup team gathered and prevented 131 pounds of trash from entering the Pacific Ocean. The strangest items collected: a pregnancy test, a full can of paint, and a bag of Chinese food take out.



Bag of marine debris found in Marina del Rey harbor



Left to right: Paula Daniels, Mike Bender, and Unica Luna

Thanks to our sponsors!

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On behalf of Santa Monica Bay Restoration Foundation and its staff, we'd like to thank our partners:

UCLA Marina Aquatic Center and Los Angeles County Department of Beaches and Harbors for providing kayaks, Heal the Bay and Santa Monica Baykeeper for providing materials, and most of all to our sponsors for their generous donations and for their commitment to support our event and their community.

2009 Boater Kits Out Now!

The Santa Monica Bay Restoration Foundation, the California Department of Boating and Waterways' Boating Clean and Green Program, and California Coastal Commission have completed production of the 2009 Boater Kits. Funding was provided by the Department of Boating and Waterways and California Integrated Waste Management Board.

As part of the Dockwalker Program, these kits serve as the primary outreach tool. The boater kit includes a recycled cotton tote bag (printed with soy ink) and includes resources to educate boaters about the importance of practicing safe and clean boating habits on California's waterways. Contents include: 2009 tide tables, 2009 ABC's of the California Boating Law, Southern California Boater's Guide, oil absorbent pillow, a waterproof quick reference of green boating tips, and more!

Trained Dockwalkers may order up to 54 kits for distribution. All boaters may acquire a boater kit after completing a brief boater questionnaire. This questionnaire will help identify gaps in environmental services and better target future boater education efforts.



To order, contact:

Grace Lee
(310) 216-9828
glee@santamonicabay.org

or

Vivian Matuk
(415) 904-6905
vmatuk@coastal.ca.gov

New Bilge Pad Exchange Program in Long Beach

The Santa Monica Bay Restoration Foundation, California Department of Boating and Waterways, and California Coastal Commission partnered with the City of Long Beach to initiate two new bilge pad exchange locations at Alamitos Bay Marina fuel dock and, in a few months, Shoreline Marina fuel dock, which is currently under construction. Boaters in Long Beach Harbor can now pick up a free oil absorbent pad and drop off used pads at their local fuel docks. Ask the fuel dock staff to direct you to the vending racks (they look like newspaper stands!) so you can grab your free bilge pad.



Why Should I Use an Absorbent Exchange Program?

Most boats are equipped with a pump to remove water from the bilge, which protects the boat's engine and prevents the boat from sinking. Unfortunately, this water can be contaminated with oil, diesel, and other hazardous substances. When the boat's bilge pump is activated (often automatically), these contaminants are pumped overboard along with the water, thereby directly polluting our waterways and harming the aquatic environment.

Nearly 85% of the 29 million gallons of petroleum entering North American ocean waters annually are a result of human activities, including land-based runoff, polluted rivers, airplanes, and small boats and jet skis (NANRC, 2003). The impact of an oil spill on marine life is not directly related to spill size, for example, a small spill in an ecologically sensitive area can have long-term adverse effects. Small spills in a marina from fueling, oily bilge water discharge, or other accidental spills from general maintenance also leads to chronic exposure of organisms to oil. From 1990

to 1999, there was an average of 26 spills greater than 100 gallons annually in U.S. marinas, which equaled almost 20,000 gallons of oil (USCG).

A bilge absorbent exchange program is an easy, clean, and cost effective method for recovering, collecting, and recycling oil – and thus preventing contaminants from entering the marine environment. On average, absorbent materials will absorb between 12 oz. and 1 gallon of liquid petroleum product (fuel or oil). Absorbents come in many shapes and sizes and can be used to catch oil drips and spills under the engine and in the bilge, at the fuel filler fitting or air vent, while filling a portable tank, and can remove oil sheen on the surface of the water. Generally, absorbents are composed of polyethylene adsorptive fibers and are designed to absorb fuel and oil while “repelling” water.



The riskiest toxins in petroleum products are a class of organic compounds known as Polycyclic Aromatic Hydrocarbons, or PAHs. Growing evidence suggests that PAHs and other toxic compounds can have adverse effects on marine species even at very low concentrations. These effects ultimately kill fish, mammals, birds, and their offspring; destroy plant life; and reduce the food supply for organisms. Spills also disrupt the structure and function of marine communities and ecosystems.

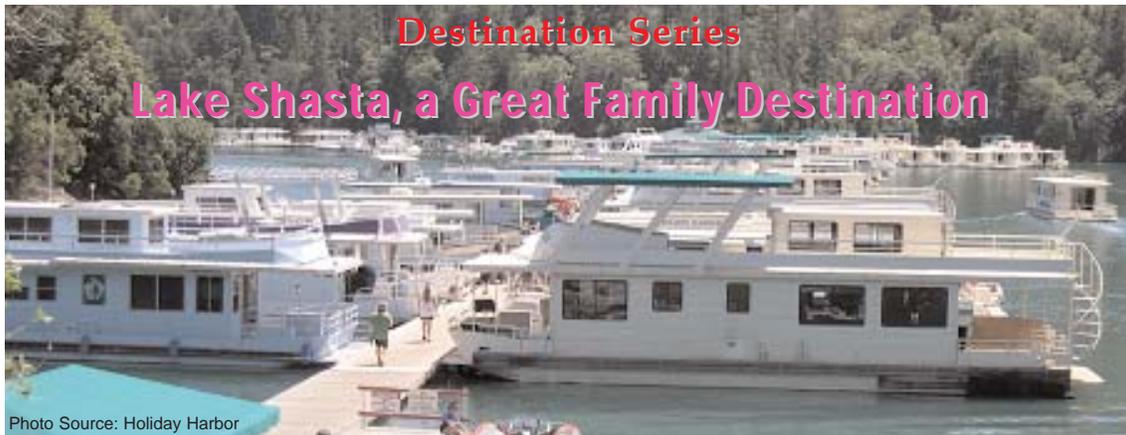


Photo Source: Holiday Harbor

When it comes to natural beauty and family entertainment, Lake Shasta (Shasta County) definitely has a lot to offer. Located in the heart of Northern California, just two hours north of Sacramento, is the third largest lake in California after Lake Tahoe and Salton Sea, and it is the largest reservoir in our State. The lake has an elevation of 1,067 feet, a maximum depth of 517 feet and over 360 miles of shoreline.

Shasta lake offers many activities to its visitors including house boating, water skiing, wake boarding, site seeing, mountain biking and fishing. If visitors want to take a break from boating, fishing or just relaxing, they may visit the Shasta Caverns and experience the ancient and magnificent stalactite and stalagmite formations.



Photo Source: Holiday Harbor

The lake has over 10 marinas and resorts that welcome visitors and boating enthusiasts to the region. One of the biggest marinas in the lake is Holiday Harbor. Located on the McCloud Arm of the

lake (one mile off Interstate 5 on exit 695, Shasta Caverns Road), Holiday Harbor offers many great opportunities to get out on the water and view the natural beauty of the lake. This marina is the second largest facility on Lake Shasta (approx. 400 boat slips).

Holiday Harbor Goes Green

Holiday Harbor offers many services and amenities for visitors and boaters including marina moorage, small boat rentals, boat launching, a café, a gift shop, a grocery store, and a 27 site full-hook-up RV park, among others.

In addition, Holiday Harbor offers several services for environmentally sound boating in Lake Shasta:

- ⚓ Solid waste collection, bottle & can recycling
- ⚓ Used oil collection
- ⚓ Marine battery collection
- ⚓ Sewage pumpout
- ⚓ Oil absorbent distribution and collection

To combat the rising costs of energy and the increasing demand on power in California, Holiday Harbor and Pacific Gas & Electric (PG&E), teamed up to cut energy consumption by upgrading all of the marina's light fixtures as well as land based buildings.

For ore information about Lake Shasta, Holiday Harbor and other marinas in the area visit www.shastalake.com

Preventing the Spread of Aquatic Invasive Species through Education

Aquatic invasive species like Quagga and Zebra mussels pose a serious threat to water delivery systems, hydroelectric facilities, agriculture, recreational boating and fishing, and ecosystems. It is important for boaters to learn how to inspect their watercraft and fishing gear to prevent the spread of these species into California's waterways.

In order to prevent the spread of invasive species in our state, this year the California Department of Boating and Waterways and the California Coastal Commission's Boating Clean and Green Program, California Department of Fish and Game, U.S. Fish and Wildlife Service, University of California Cooperative Extension – Sea Grant Program and the Keep the Delta Clean Program hosted several invasive species workshops. The workshops were conducted in partnership with several local groups including: the Stockton Sailing Club, the United State Coast Guard Auxiliary, City of Eureka, Humboldt Baykeeper and the Humboldt Bay Harbor Recreation and Conservation District. During

the workshops, participants learned how to:

- ✓ Protect the quality of recreation and aquatic ecosystems
- ✓ Identify aquatic invasive species
- ✓ Understand their economic cost and operational impacts
- ✓ Inspect all watercraft and fishing gear to prevent the spread of invasive species in California waterways.



Learning how to inspect a boat. Redding, 2008

Space is currently available in the following 2009 workshops: **February 3rd** in Marina Del Rey at the Santa Monica Windjammers Yacht Club (SMWYC) (Main Room). The SMWYC, the Fairwind Yacht Club and the Santa Monica Bay Restoration Foundation will co-sponsor this workshop.

February 5th at UC Riverside's Highlander Hall.

For more information on these and other future workshops, contact Vivian Matuk at (415) 904-6905 or vmatuk@coastal.ca.gov.

Want to Dispose of Expired Flares?

Expired flares are considered household hazardous wastes and explosives. Unmanaged flare disposal can cause serious environmental and public safety problems. Boaters know that special care should be considered when disposing of expired flares.

Unfortunately not all California counties offer collection sites. The California Department of Boating and Waterways and the California Coastal Commission's Boating Clean and Green Program developed a statewide list of Counties currently collecting expired flares. For a complete list visit:

www.coastal.ca.gov/ccbn/HHW_Flare_Disposal_July_08.pdf

Without a local expired flares collection program, other tips to keep in mind include: Do not set off aerials or hand-held flares for fun or just to get rid of them when expired. They can be seen and mistaken for a distress call. Do not discard them in the water.

Remember: According to Coast Guard regulations the shelf life for pyrotechnic devices is three years from manufacture. Just because the flares are expired doesn't mean they don't work, and if a real emergency occurs, one may need more than three flares.

Congratulations to the 2008 Dockwalker West Marine Jacket Winners!

During the 2008 boating season, the California Department of Boating and Waterways and the California Coastal Commission's Boating Clean & Green Program in partnership with many organizations including the the Santa Monica Bay Restoration Foundation, the Coast Guard Auxiliary, the Keep the Delta Clean Program, Association for Santa Monica Bay Yacht Club, Women's Sailing Association, Windjammers and the Fairwind Yacht Clubs, among others, surveyed boaters throughout the State to learn about their boating habits and how to better serve them. This was done with the assistance of volunteer Dockwalkers. The following three Dockwalkers administered and returned the most boater surveys. They each received a jacket generously donated by West Marine.

- ✓ **Charlie Duncan** (Coast Guard Auxiliary Flotilla 3-9) 220 questionnaires collected.
- ✓ **Lorie Haine** (SF Bay boater)-169 questionnaires collected.
- ✓ **Mel Widawski** (South Coast Corinthian Yacht Club)-150 questionnaires collected.

Thanks to all who participated! To learn how to become a Dockwalker and sign up for future free trainings, please contact the Boating Clean and Green Program, Vivian Matuk at (415) 904-6905, vmatuk@coastal.ca.gov

No Money for Abandoned Vessels - AB 1950 vetoed

In January of 2008, California Assemblyman Ted Lieu introduced Assembly Bill (AB) 1950, which would have created a vessel turn-in program allowing recreational boat owners to surrender their vessels to a willing agency rather than abandoning the vessels on California's waterways. The vessel turn-in program would have been a part of the current Abandoned Watercraft Abatement Fund (AWAF) grant program administered by the California Department of Boating and Waterways (DBW). AB 1950 met no opposition and was passed by the Legislature in late August. Unfortunately, the bill was vetoed by Governor Schwarzenegger in September due to other state priorities amid California's budget shortfall.

The merits of AB 1950 are many. First, a vessel turn-in program could potentially avert countless environmental hazards by keeping derelict vessels out of California's waterways. These vessels have the potential to leak oil, fuel, refrigerants, and many other pollutants. A successful turn-in program could prevent future environmental spills. Second, a vessel turn-in program could save the state money. The costs associated with recovering and disposing of a sunken vessel are far greater than simply receiving a surrendered vessel at a specified location, such as a dock or marina. By spending less AWAF funds up front on surrendered vessels, more money would be available to remove already abandoned and derelict vessels that have long been on the water.



Photo by Vivian Matuk

Although AB 1950 did not pass this legislative session, DBW believes that a vessel turn-in program would be a positive step toward reducing the number of abandoned vessels and anticipates that discussions will continue on how to best deal with abandoned vessels.



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