

# Smart Harbors

Raising the Standard

Fall 2022

## 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 Fall 2022 and we would like to include information from the marina community.

Comments or questions please email VCMP: [askVCMP@vims.edu](mailto:askVCMP@vims.edu) or call 804-684-7768.



## New TowBoatUS Location to Serve Tappahannock Region Boaters

### TowBoatUS Upper Rappahannock, Virginia, opens to provide on-water services to area recreational boaters

TAPPAHANNOCK, Va., August 3, 2022 – An underserved portion of the Rappahannock River now has professional 24/7 on-water towing and assistance coverage with the opening of [TowBoatUS Upper Rappahannock](#). “We can now respond faster to a vessel breakdown than we could have from our Gwynn’s Island or Reedville TowBoatUS locations,” says Capt. Chris Parker, who operates the three in addition to TowBoatUS Crisfield on Chesapeake Bay’s Eastern Shore.

All four locations are part of nationwide network of more than 300 TowBoatUS “ports,” providing routine on-water assistance including towing, battery jumps, fuel drop-offs and soft ungroundings. Across the country, the towing service responds to around 90,000 requests for assistance each year.

Much like an auto club for recreational boat owners, Boat Owners Association of The United States (BoatUS) offers on-water [Unlimited Towing Memberships](#) for saltwater boaters and anglers for just \$165 per year – which is less expensive and offers more coverage than competitors. Also included

are more than 25 BoatUS benefits including discounts on transient slips and fuel, exclusive savings from national partners, a subscription to *BoatUS Magazine*, free [DSC-VHF radio registration](#) and more.

The company’s response vessel, easily recognized by its bright red hull with “TowBoatUS” in white letters on each side, is stationed at Whelan’s Marina in Farnham. The company’s captains are also U.S. Coast Guard licensed.

Separate from BoatUS on-water towing services, TowBoatUS Upper Rappahannock offers boat salvage, environmental remediation, dive and crew boat services.

The fastest way to request assistance from TowBoatUS Upper Rappahannock is to download the free [BoatUS App](#), which connects boaters to the closest local towing captain. Additionally, the port can be reached at 804-724-0833, by hailing on VHF channel 16, or by phoning

the BoatUS toll-free 24/7 Dispatch Center at 800-391-4869. More information can be found at [BoatUS.com/Towing](http://BoatUS.com/Towing) or by calling 800-888-4869.



Capt. Chris Parker of TowBoatUS Upper Rappahannock.

# A Holiday Boating Safety Gear Buyers Guide for Geeks

## Innovations that increase safety aboard

ANNAPOLIS, Md., Nov. 12, 2021 – Bulky, square orange life vests have given way to more comfortable belt- or harness-style inflatable floatation devices, yet many recreational boaters still carry only the former aboard. Are boaters up-to-date on today's newest technology-inspired boating safety gear? With the holidays around the corner, the nonprofit [BoatUS Foundation for Boating Safety and Clean Water](#) offers a buying guide for technology geeks and anyone interested in innovation that increases safety aboard a boat.

**Handheld DSC-VHF Radio:** Today's portable, floating handheld VHF radios can be used anywhere aboard your boat, and are a great communications-navigation solution for small boats as well as a backup for larger vessels. Newest handhelds can incorporate GPS, Digital Selective Calling (DSC), one-button distress, Bluetooth, an FM receiver, and even SOS blinking lights giving boaters more ways than ever to keep out of trouble or speed a rescue. Models start at \$200. Before you use your DSC-VHF radio, be sure to get your radio's Maritime Mobile Service Identity Number ([MMSI](#)) that is your vessel's unique ID. BoatUS members may request one for free. Tip: Adhere this number along with the owner's contact information to the radio – it will help with future registration changes.

Not much larger than a Tic Tac breath mint container, today's personal locator beacons can easily be carried in a shirt or life jacket pocket.



### Personal Locator Beacon (PLB):

Just a little bigger than a Tic Tac breath mint container, today's PLBs can be carried in a shirt or life vest pocket, or easily attached to clothing or outerwear. Costs have also come down, with prices starting at a little over \$100. Some organized boating events such as sailboat races increasingly require PLB wear, but if you don't want to purchase them for your entire crew [the BoatUS Foundation rents PLBs for as little as \\$7 a day](#).

**Inflatable Life Jacket:** Today's smallest inflatable life jackets, worn belt-style across the waist, are incredibly not much larger than a box of mac and cheese. However, while they do provide for U.S. Coast Guard life jacket wear requirements, manually activated (yank the cord) inflatables need to be donned while in the water and are not intended for the unconscious. For that, harness-style inflatables can be utilized in automatic mode, which will keep the victim's head above the water. Belt-style life jackets generally start at under \$100, while harness-styles start around \$150. At about \$200,



An Inflatable throw raft is the newest kind of throwable device.

hybrid life jackets also offer a mix of inflation and foam floatation, keeping them smaller yet allowing for comfort and a full range of movement.

**Throwable Life Saving Device:** Technology has even come to the basic throwable device, a U.S. Coast Guard-required safety item meant to be kept within arm's reach while underway. The most common is a floating seat cushion. However, the newest throwable devices are much smaller, simple to stow and touted as easier to toss to a crewmate in the water. Once the device hits the water, a rescue yellow raft automatically inflates offering a minimum of 20 pounds of floatation. One caveat: Like inflatable life jackets, they require an annual inspection. Prices start around \$150.

## CleanWay™ Fuel Fill Kits

In early Spring 2022, VCMP representatives began 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](mailto:askVCMP@vims.edu).



This simple, innovative, and reusable device allows boaters to refuel quickly and efficiently without overflow or spillage. CleanWay's™ unique design allows air to escape throughout the refueling process and automatically redirects any splashed fuel down into the tank. By preventing spills before they happen, regular use of these baffles helps keep fuel, dispersants, and debris out of the marine environment and flammable absorbent materials out of the landfill.



# Boating Infrastructure Grants By The Numbers

## How to get boaters to stay and spend

SPRINGFIELD, Va., July 13, 2022 – Many waterfront towns don't make it easy for visiting boaters to stay and spend. It's not their fault. Protected, safe harbors as well as essential boating services such as fuel, utilities and bathrooms, are beyond the price tag for a local town, marina or boat club budget. However, a federal program first championed by Boat Owners Association of The United States ([BoatUS](#)) in 1998, the Boating Infrastructure Grant (BIG)\* program, has proven effective in attracting boaters and their spending dollars by providing safe, transient dockage.

"In the 1990s, boat owners had a problem," explains BoatUS vice president of public affairs, Scott Croft. "Many were new to the lifestyle, and while they greatly enjoyed boating, sailing, and fishing, they had nowhere to go if they wanted to travel by water. There wasn't a lot of safe dockage to tie up to, preventing access to the local amenities such as restaurants, shopping and tourist sites." A congressional survey of 12,000 marinas confirmed existing tie-up facilities weren't keeping up with the demand for visiting boater facilities.

With a coalition of partners, BoatUS secured initial authorization funding for the BIG program in 1998. Since then, BIG has provided \$263 million for safe harbor facilities for transient boats greater than 26 feet in length for stays of up to 15 days. The program supports infrastructure such as piers, breakwaters, floating docks, bulkheads, mooring buoys, day docks, dinghy docks, slips, bathrooms, showers, laundries, recycling stations, fuel docks, utilities, navigation aids, limited dredging and other services.

Now funded by the Wildlife Sport Fish Restoration and Boating Trust Fund, BIG is managed by the U.S. Fish and Wildlife Service and admin-

istered locally through state boating agencies. Sport Fish Trust Fund monies come from taxes that boaters and anglers pay on motorboat fuel, fishing tackle and equipment, imported boats, and small engines.

BIG's annual application deadline is typically in September. The application deadline for marinas, towns or boat clubs, however, varies from agency to agency, as do program requirements. A helpful [applicant's guide can be found at State's Organization for Boating Access \(SOBA\)](#). SOBA also offers a [contact list of state boating agency contacts](#).

Here's a look at the Boating Infrastructure Grant (BIG) program by the numbers:

**6,500+**: The number of transient berths across the U.S. that the BIG program has created since its inception in 1998. These benefit traveling boaters as well as economic development of local waterfronts and communities.

**\$18 million**: The amount of [Boating Infrastructure Grant \(BIG\) funds announced March 30, 2022](#), to be provided to local governments, port agencies, public/private marinas and boat clubs in 20 states for the construction, renovation and maintenance of safe harborage for transient vessels. The next annual grant cycle for 2023 closes this fall.

**426**: The number of transient boat slips and berths that were funded in the 2022 BIG program "Tier 2" level, which is designed for larger projects. This included approximately \$15 million for 5,682 feet of side-tie transient docking space. "Tier 1" 2022 grants provided nearly \$3.4 million



*Florence Harbor Marina, Alabama, used BIG funds to renovate an existing 460-foot transient dock by adding new dockside power pedestals, providing water service, and replacing worn decking and flotation. (credit: Alabama Department of Environmental Management)*

in funding for smaller projects in 19 states from Alabama to Washington.

**20**: The number of years that federal regulations require that a BIG project typically must be available to the public. This commitment to maintain the transient access for its useful life continues with the selling or transferring ownership of a BIG-funded facility, which requires prior authorization. During that useful life period, reasonable public access at a BIG-funded facility must be maintained, along with BIG program signage indicating the funding source for the transient dockage. Facilities must be open during boating season — closing to the public for private events or not allowing tie-ups isn't permitted, nor is leasing to nontransient vessel operators or summer slip holders.

**26**: The target length in feet (and larger) of recreational boats which the BIG program is designed to attract. This is about the size of a vessel with three key onboard amenities critical for overnight stays or cruises: 1. a cooking facility, 2. a sleeping facility, and 3. bathroom or "head."

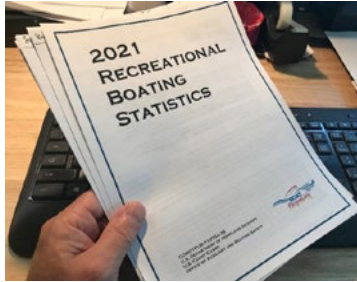
\*Boating Infrastructure Grants (BIG) directly benefit boaters by increasing the number of transient slips and improving boating facilities. Here are the important numbers behind the numbers <https://bit.ly/3PfoENG>

# Boating Accidents Down in 2021, but Safety Education Remains Critical

## U.S. Coast Guard 2021 recreational boating statistics released

ANNAPOLIS, Md., July 11, 2022 – With the pandemic putting more people than ever on the water and consequent rise in boating accidents and fatalities, there's some better news in the newly released [2021 U.S. Coast Guard Recreational Boating Statistics](#).

The latest Coast Guard report shows double-digit declines year-over-year across the board in the main boating safety indicators: Boating accidents dropped 15.7%, injuries decreased 17.2%, and fatalities dropped 14.2%. The 2021 fatality rate decreased to 5.5 deaths per 100,000 registered recreational vessels, a 15.4% reduction from 6.5 deaths per 100,000 in 2020.



The U.S. Coast Guard just released its 2021 Recreational Boating Statistics.

“The new report shows a dramatic decrease in injuries and fatalities, more than I can recall in recent memory,” said BoatUS Foundation for Boating Safety and Clean Water president Chris Edmonston. “However, even with

Covid restrictions lifted and boating no longer one of the few ways to recreate with the family, operator inexperience remains one of the top risk factors contributing to accidents.” Operator inattention, improper lookout, machinery failure and excessive speed round out the list.

“The need to focus on these five boating safety basics and the continued need for boating safety education has not changed,” added Edmonston.

The BoatUS Foundation offers the only [free online boating safety course](#)

accepted by boating license agencies in 36 states. Courses are also NASBLA-approved and recognized by the U.S. Coast Guard. The Foundation also offers [On-Water Powerboat Training](#) at 15 locations from Maine to Florida and Southern California.

What's influencing these latest boating safety numbers? “We're unsure if this latest data is an anomaly or a trend, but we believe the increasing number of states requiring mandatory boating safety education, as well as states requiring education for a greater portion of their boating citizens, is having a positive effect,” said Edmonston. He also notes, however, that paddlecraft operators remain a concern, as they typically don't have any requirements for education before hitting the water. Where the data was known, 2021 statistics show that 15% of deaths were attributed to kayaks — unchanged from the year prior.



## Marina and Boatyard News

### [Registration for THE Leading Marina Conference is Now Open!](#)

The Association of Marine Industries (AMI) Conference & Expo is geared specifically toward marina and boatyard owners; operators and managers; as well as dock masters, harbor masters, boat builders and repairers, and industry consultants.

Network with marine industry leaders and explore our one-stop-shop exhibit hall with more than 150 booths showcasing cutting-edge products and services. Grow with the industry in the educational sessions focusing on leadership, operations, design and engineering, HR, and industry trends!

Join over 1,000 dedicated marina professionals in Daytona Beach, FL to exchange information, talk about the future of the industry, and get down to business! Conference dates are: **January 30 - February 1, 2023**

[August 2022 Advocate now available](#) -- Find the AMI's Monthly Newsletter here and keep up to date on everything that's going on in the marina and boatyard industry.

### AMI Calendar of Events:

≈ [Advanced Marina Management School](#) - Oct. 16 - 21, 2022

≈ [Marina and Boatyard Study Tour](#) - October 24 - 25, 2022

≈ Clean and Resilient Marina Course - TBD

≈ [Intermediate Marina Management Course](#) - Oct. 30 - Nov. 3, 2022

≈ [Advanced Marina Management School](#) - Dec. 4 - 9, 2022 (FULL)

### Basic Marina Operations Training Guide - Training for New & Seasonal Employees

The Basic Marina Operations Training Guide is a tool for entry-level marina professionals. Designed as a self-study course for people who are just starting out in the marina industry. The Guide includes information on first aid, security, boat handling, and health & safety.

[Learn more & purchase.](#)

Association of Marina Industries

Keeping you in the know about important industry news!

[www.marinaassociation.org](http://www.marinaassociation.org)





# FY23 Federal Appropriations Moving Forward - Passed by the U.S. House of Representatives and U.S. Senate Bill Released.



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

July was a big month for appropriations news out of Washington, D.C. with the U.S. House of Representatives and Senate moving the process forward prior to the Congressional recess in August.

The House Appropriations Committee passed their version of the Energy & Water Development Appropriations bill on a 32-24 vote on June 28th. This bill was then forwarded to the full House of Representatives for a vote as part of an appropriations package that included five additional appropriations bills. The House of Representatives [passed the six piece appropriations package](#) on July 20th on a 220 to 207 vote.

Following the House of Representatives, the Senate Appropriations Committee [released their Energy &](#)

## Register for the 2022 AIWA Annual Meeting: November 16-17, 2022, Norfolk, VA

Registration continues for the AIWA Annual Meeting on November 16-17 at the Sheraton Waterside Hotel in Norfolk, Virginia. Learn more and register on the [annual meeting website](#).



Waterside in Norfolk, VA

### Current FY23 Federal Funding Allocations with FY22 Amounts

State	FY2022 Final Appropriations	FY 2022 IJA Funding	FY 2023 President's Budget	FY 2023 House of Reps Bill	FY 2023 Senate Bill
VA	\$4.829M	\$0	\$11.006M	\$11.006M	\$11.006M
NC	\$8.52M	\$4.522M	\$15.955M	\$15.955M	\$15.955M
SC	\$6.865M	\$12.65M	\$4.515M	\$4.515M	\$4.515M
GA	\$3.739M	\$0	\$3.777M	\$3.777M	\$3.777M
FL (AIWW/IWW)	\$6M	\$5M	\$4.23M	\$6.23M	\$4.23M
Total for AIWW/IWW	\$29.953M	\$22.172M	\$39.483M	\$41.483M	\$39.483M
NJIWW	\$985,000	\$14.35M	\$1.060M	\$1.060M	\$1.060M

[Water Development Appropriations Bill](#) on July 28th. The **good news** is the Senate matched the President's Request for the AIWW and NJIWW, and a state by state breakdown of the President's budget, the House of Representatives bill, and the proposed Senate amounts are shown below. One item of note is the Florida allocation is different from the House of Representatives' version as it includes an additional \$2 million Community Project Funding Request (aka earmark) requested by Rep. Brian Mast.

In addition to direct appropriations for each state, the House and Senate bills also included Additional Funding for Navigation Maintenance, Inland Waterways, and Small, Remote or Subsistence Navigation. These funds would be allocated by the U.S. Army Corps of Engineers and the waterway is eligible to compete for funds in all three of these categories.

Below lists the different amounts proposed by Congress:

*Navigation Maintenance:* \$40 Million in House Bill, \$25 million in Senate Bill

*Inland Waterways:* \$40 Million in House Bill, \$15 million in Senate Bill

*Small, Remote or Subsistence Navigation:* \$45 Million in House Bill, \$56 million in Senate Bill

**Looking ahead**, it seems likely we could exceed \$100 million in funding for the AIWW/IWW/NJIWW between FY22, FY23 and IJA (Infrastructure Investment & Jobs Act) funding **IF** the U.S. Senate passes the funding levels included in the proposed Senate Appropriations Committee Bill **AND** Congress passes the final Appropriations bill this year. At this point, the Senate is moving slower than the House and it is an election year so we should not expect a final FY23 Appropriations bill anytime soon, but we are encouraged with the final House version and the proposed Senate versions of the bill.

