



Ethanol, E-10, and Your Boat

About 75 percent of the gasoline available in the U.S. now contains ethanol with up to 10 percent concentration. Last year, Growth Energy, a group of ethanol manufacturers, formally asked the U.S. Environmental Protection Agency (EPA) to consider allowing up to 15 percent ethanol in our country's fuel stream. EPA is currently evaluating the allowance of this increase and is expected to rule this Fall.

Current 10 percent ethanol blend, known as E-10, has caused significant problems for marine engines and boat fuel systems, in some cases necessitating expensive replacement of in-hull fiberglass fuel tanks.

The California Air Resources Board expressed to the EPA its concern that there is insufficient long term durability testing using 15 percent ethanol and not enough research was done on whether the fuel systems would be damaged at the higher ethanol levels.

Current auto and marine warranties only cover up to 10 percent ethanol. No boat in use or on the market today has been designed, or is under warranty, to run fuel with greater than 10 percent ethanol.

Starting in 2004, all gasoline sold in the State was required to carry 5.6 percent ethanol as a replacement

for the banned fuel additive methyl tertiary butyl ether (MTBE), which was fouling groundwater supplies. Starting in 2010, California gasoline contains ethanol at up to 10 percent concentration. All marine engines currently sold in the United States are designed to operate on fuel containing no more than 10 percent ethanol.



Photo by BoatU.S. Marine Insurance

Most boats with fiberglass tanks are vulnerable to ethanol and can be damaged by ethanol-laced fuel. Some impacts include increasing water absorption, fuel tank corrosion (leading to fuel and/or oil leaks), scouring fuel tank of gums, resins and debris, carrying the gunk into fuel filters, damaging rubber fuel lines and gaskets, among others.

For more information about this topic visit:

www.boatus.com/seaworthy/ethanol.asp

Tips to Protect Your Boat

- Change your fuel filters often. E-10 is a solvent that will clean gums and resins off fuel tank walls with the potential to clog fuel filters and shut down the engine. This may happen more frequently when using ethanol fuel. Carry spare 10-micron filters and a galvanized bucket to safely store the used filters until they can be disposed of properly.
- Make sure the fuel hoses are compatible with ethanol (marked as J-1527).
- Ethanol is known to chemically react with fiberglass fuel tanks, which can cause them to deteriorate and fail. Check with your boat's manufacturer whether your gas tank can withstand ethanol. If not, you may need to replace the tank with materials such as aluminum, stainless steel, or polyethylene.
- Ethanol attracts greater amount of water and forms two separate solutions in the gas tank especially when the boat is idle for long periods of time. Fill the tank to about 95 percent full, leaving room for expansion. A full tank limits the flow of air through the vent, which reduces the chance of condensation, thus adding water to the fuel. Fuel stabilizers are recommended for any type of fuel that is going to sit for a long time. However, stabilizers will not prevent phase separation.

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

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Newly Renovated Fuel Dock Opens in Marina Del Rey



A new, state-of-the-art fueling center, Del Rey Landing, is now open to boaters who recreate in Marina del Rey Harbor. Located within Los Angeles County, the facility features long-term and transient dockage for vessels up to 250-feet, fueling and maintenance center, and a 2,000 square-foot waterside convenience store. Del Rey Landing had its “soft opening” over Memorial Day weekend and is fully operable after eight months of construction.

Del Rey Landing, formerly Del Rey Fuels, is the only fuel dock located in Marina del Rey Harbor. The newly upgraded fuel pumps provide up to 60-gallons of aviation fuel, red dye diesel, regular, and high octane premium grades of gasoline per minute at eight hose locations. Additionally, the facility offers the only public destination in Marina del Rey for boaters to access commercial shopping, groceries, live bait, fishing gear and licenses, dive gear and SCUBA air, wake boards, paddle boards, kayaks, boating apparel and accessories such as life jackets and safety equipment, fishing supplies, marine products, and take-out food with a waterside convenience store.

Redevelopment of Del Rey Landing would not have been possible without aid from the California Department of Boating & Waterways, who issued a National Boating Infrastructure Grant (BIG), to permit expansion of the development.

Del Rey Landing has installed two dockside sewage pumpout stations for boaters to empty their holding tanks. The facility also offers a complete oil change dock, which services all size boats, and provides filters for oil, fuel, and air, and can recycle used marine motor oil.

Additionally, in partnership with the Santa Monica Bay Restoration Foundation, funded by a grant from CalRecycle, a bilge pad exchange program is available for boaters. Boaters can drop off their used oil absorbents and pick up a new absorbent for the bilge, to keep handy in case of an accidental oil spill, to use while fueling, or to catch drips during an oil change. The used absorbents are recycled and the oil extracted from the absorbents is reclaimed and re-refined.

Get Paid to Maintain Pumpout Stations

Stationary and dockside vessel sewage pumpout facilities are lining Southern California marinas and are becoming more popular modes of sewage disposal for recreational boaters. Public facilities are offered in every Southern California Harbor from Santa Barbara Harbor to San Diego Bay. Private marinas also offer their slip tenants and guests use of pumpout stations, exclusively.

In 1992, Congress passed the Clean Vessel Act to help reduce pollution from vessel sewage discharges into U.S. waters. The grant program, established by the Act, funds the construction, renovation, operation, and maintenance of pumpout and dump stations to service pleasure craft. As part of its commitment to provide clean, safe, and enjoyable recreational boating in California, the Department of Boating and Waterways (DBW) serves as the State grant coordinator and allocates funding to install public pumpout stations in Southern California harbors.

This year, the Santa Monica Bay Restoration Foundation, in collaboration with DBW, has additional grant funding for anyone managing a sewage vessel pumpout facility, through a **Pumpout Facility Maintenance Reimbursement Grant**.

All pumpout facility managers, whether they are public or privately held, can apply for this grant program. The program reimburses up to 75% of maintenance and repair costs for pumpout stations. Interested parties should contact Grace Lee at (213) 576-6757/ glee@santamonica.org to sign up.



A Look into Wilmington's Historic Marinas

Tucked away in a peaceful corner of the Port of Los Angeles' (Port) East Basin since the early 1920's, Wilmington's 11 family-owned marinas reside in the nation's largest commercial seaport. Shipping lanes, industrial cranes, and 1000-foot long container ships share the Port with recreational boaters and offer a unique perspective into the world's economy judged by the number of ship movements and the size of the shipping terminals' container stacks. The view at night is spectacular looking toward Palos Verdes and the Vincent Thomas Bridge with red, blue, orange and white lights reflected in the harbor waters, the sound of train horns, tug whistles and the lighthouse, Angels Gate, foghorn in the distance.

Four miles from open ocean, at the mouth of the Dominguez Channel, the marinas' 1,700 slips surround 170-acres of what was historically part of a great expanse of salt marshes, which is now a 130-acre oil field owned by the Port of Long Beach, and a 33-acre dredged soil storage site owned by the Port of Los Angeles. Today, Wilmington marinas' protected land and water provide a safe haven for a large variety of fish, sea birds, raccoons, and opossums.

In 2003 the Port and harbor communities of San Pedro and Wilmington began to formulate plans to redevelop the waterfront into a visitor-friendly destination. Various stakeholders worked closely with the Port to come up with a plan to upgrade the infrastructure of the Harbor, reconnect the marinas to the community via a new access road, and give the marina area a fresh new look.

In 2009, the Port's Harbor Commissioners approved \$1.45M to build the Wilmington Boatowners Association's proposed Wilmington Marinas Parkway that will create a tree-lined, landscaped buffer between the marinas and the dredged soil storage site and a jogging path. The Commission also approved a resolution to discontinue using the soil storage site by December 2011 and make the site available for community use.

In June, the Port held the first of three community workshops. Over the next few months boaters, marina operators and community members will have the opportunity to help develop alternatives that will be presented for consideration by the Port of Los Angeles Board of Harbor Commissioners in December 2010 for approval.



Figure 1. Image shows the overlook and a portion of the 48-acre wetlands restoration and riparian project proposed by the Wilmington Boatowners Association.

COASTAL CLEANUP DAY



September 25, 2010
7:30 AM - NOON

Join us for Marina del Rey's
Kayak Cleanup
*L.A. County's only cleanup
on kayaks!*

Help us clean the largest man-made pleasure craft harbor in the U.S. Bring your own kayak, dinghy, or small watercraft, or RSVP and we will provide kayaks and life vests. Kayaks are limited, so RSVP now. Landside volunteers also needed!

Where: Marina del Rey

Address: Dock 52, 13501 Fiji Way,
Marina del Rey, CA 90291

Parking: Parking at Dock 52 is free and plentiful.

Registration: 7:30 AM

Please bring a signed waiver form with you to the registration table at Dock 52. You can download a copy at www.healthebay.org/ccd. Volunteers under 18 must have waivers signed by a parent or guardian. IDs mandatory for use of kayaks! **NO ID, NO KAYAK!**

To RSVP, contact Michelle Kearney at
mkearney@waterboards.ca.gov /
213.576.6648

Cleaning up Fisherman's Cut

Anyone who has spent time boating in the Delta knows that abandoned vessels are a big problem. They are navigational hazards, and leak oil, fuel, and many other hazardous chemicals straight into the water.

In Contra Costa County, the Sheriff Department's Marine Patrol unit has for many years worked to remove abandoned vessels from the waterways of the Delta. Much of their effort has been aided by a grant from the California Department of Boating and Waterways, which they use each year to remove recreational vessels from the water.

This grant, the Abandoned Watercraft Abatement Fund (AWAF), was established in 1997 and provides funds to public agencies to remove, store, and dispose of abandoned vessels or any other partially submerged objects which pose a substantial hazard to navigation, from navigable waterways or adjacent public property, or private property with the landowner's consent.



Photo by Vivian Matuk

Contra Costa County Marine Patrol has been taking advantage of this funding source for many years, removing hundreds of recreational boats. Unfortunately, in the Delta there are also many abandoned commercial vessels. Because AWAF funds can only be used for the removal of abandoned recreational vessels, and because removing commercial vessels, which are usually much larger

than recreational vessels, is extremely cost prohibitive, Contra Costa County Marine Patrol has not had the means to remove these vessels.

This year that all changed. The Marine Patrol partnered with the California Department of Resources, Recycling and Recovery to clean up Fisherman's Cut, a channel between Bradford Island and Webb tract that has long been used as a dumping ground for commercial vessels.

Now all those old barges, fishing boats, and structures that had been abandoned so long it was difficult to tell for what purpose they were originally constructed, have been removed. And along with them, so too has all the asbestos, oil, lead-based paint, and other chemicals that had been seeping into the Delta, the main source of drinking water for California.



Photo by Vivian Matuk

Owl Harbor Marina – The Hidden Gem of the Delta



Photo by Jeff Malkasian

This hidden gem of a marina is the best kept secret around for those who want a quiet peaceful boat place with a beautiful riverfront park in the California Delta. The marina has a warm community feeling with easy access and friendly people.

The natural, serene setting and proximity to the San Joaquin, Sacramento and Mokelumne Rivers offer abundant opportunities for outdoor activities. The rich wildlife; seals, otters, birds, turtles and fish will take your breath away with hours of viewing. See the majestic heron wish you a good morning as you walk around the levee to view the sunrise, or listen to the Owl say “Whooo” as you sit back on your boat in the evening and take in the sunset on Mt. Diablo.

Owl Harbor is the only business located on Twitchell Island making it a very special spot in the 1000 miles of waterway at the beginning (though some say the end) of the affectionately known “Delta Loop”. The Loop is ten miles of scenic waterway and businesses that work together to provide something for everyone – groceries,

dining, camping, dancing, cocktails, RV hookups - you name it, it’s available on the Loop.

Owl Harbor Marina originally founded in 1967 is now home to over 200 vessels and the location for Andreas Cove Yacht Club. It is minutes from Isleton and Rio Vista in Seven mile Slough, just off the San Joaquin River by boat, or easy vehicle access by the Delta Highways 12 and 160, and a straight shot from Freeways I-80 and I-5.

Environmentally conscientious by nature, the Owl Harbor folks are working toward earning their Clean Marina Certification. Devery Stockon, the Marina Manager, is a certified Dockwalker and holds regular training sessions to educate the boaters about environmental awareness. Among the many other amenities, Owl Harbor provides biodegradable dog bags; fitted every dock with a large recycle tote (that has eliminated one garbage can per location); and installed monofilament fishing line recycling stations and cigarette butt receptacles provided by the Keep the Delta Clean program and the California Department of

Boating and Waterways and the California Coastal Commission’s Boating Clean and Green program.

Owl Harbor Marina is the place to come and do as much or as little as you want – once you visit you’ll understand just how special Owl Harbor Marina is – it is truly the hidden gem of the Delta.

For more information visit: owlharbor.com



Meet the Owl Harbor staff.

Photo by Paul Frederick

Northern California Chapter



KEEPING LAKE TAHOE CLEAN AND MUSSEL-FREE WITH WATERCRAFT INSPECTIONS



The Lake Tahoe Watercraft Inspection Program was created to protect this precious resource by offering boaters greater convenience to services and by promoting clean boating practices. Initially, the inspection program only addressed aquatic invader species, such as the Quagga and Zebra mussels, and New Zealand mudsnail. While the threat of these aquatic invaders continues to loom, other water quality impacts related to boating need to be addressed, as well. With funding from boat inspection fees and a grant from the U.S. Fish and Wildlife Service, the Tahoe Resource Conservation District (TRCD) and the Tahoe Regional Planning Agency (TRPA) are working together to expand the program so that it includes inspections for other pollution from emissions, sewage discharges, and even noise.

“By taking watercraft inspection services to the next level and addressing all pollution sources, we are protecting Lake Tahoe to a higher degree and are doing so with a one-stop-shop inspection program.”

- TRPA Communications Chief Julie Regan.

New Watercraft Inspection Services

- Opening of four roadside inspection stations to pre-certify watercraft
- Giving tips on clean boating, bilge cleaning, and sewage management
- Promoting awareness of the 600-Foot No-Wake Zone and noise rules
- Providing a Blue Boating certification sticker to all compliant motorized boats on Lake Tahoe
- Providing information on engine tuning at Lake Tahoe

Blue Boating & Inspection Fees

The Tahoe In-and-Out sticker applies if your boat doesn't have an intact Tahoe inspection seal or if you plan to visit other lakes throughout the year. Fees range from \$30-\$125, depending on horsepower, per season, and include unlimited invasive species inspections. Tahoe-only sticker fees for previously sealed boats planning to only boat on Tahoe for the year range from \$20-\$60 per year. Three-day passes are available for a \$20 discount from the Tahoe In-and-Out rates for one-time visitors.

How to Prepare & What to Expect

Come to the launch facility or roadside inspection station and be prepared to answer questions about your boat engine, sewage disposal, bilge cleaning, and recent boating trips. Visit www.tahoeboatinspections.com or call 1-888-TAHO-ANS (1-888-824-6267) to learn about “Clean, Drain, and Dry” practices and to receive up-to-date information about the Inspection Program.

Lake Tahoe offers every sort of environmental services for boaters. *Some services include:*

EL DORADO COUNTY

Bilge Pumpout: Tahoe Keys Marina

Absorbent Pad Distribution & Collection: Camp Richardson/Anchorage Marina; Lakeside Marina, Timber Cove Marina (only distribution), Tahoe Keys Marina, Meeks Bay Marina, City of South Lake Tahoe Boat Ramp

Used Oil Collection: Tahoe Keys Marina, Ski Run Marina, Camp Richardson/Anchorage Marina, Meeks Bay Marina

Sewage Pumpout: Tahoe Keys Marina, Ski Run Marina, Camp Richardson/Anchorage Marina, Meeks Bay Marina (currently not in operation)

PLACER COUNTY

Bilge Pumpout: Obexer's Boat Company

Absorbent Pad Distribution and Collection: Homewood Marina, Sierra Boat Company, Tahoe City Marina (only distribution).

Used Oil Collection: North Tahoe Marina, Sunnyside Marina.

Sewage Pumpout: Obexer's Boat Company, Tahoe City Marina, North Tahoe Marina

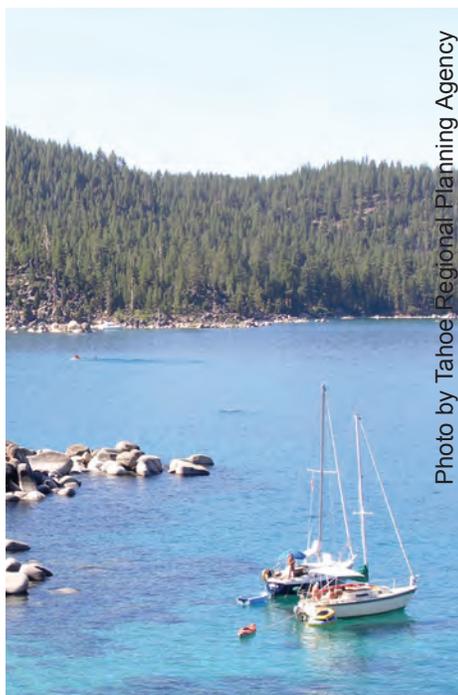


Photo by Tahoe Regional Planning Agency

Lake Tahoe is a masterpiece of nature. The Tahoe Basin was formed about 2 million years ago by the rising and falling of the land due to the shifting of geologic faults. The Lake sits in a valley at an elevation of 6,229 feet.

TAHOE FAST FACTS

- Lake Tahoe is 2 million years old
- Second deepest lake in the U.S., 1,645 feet deep with an average depth of 1,000 feet
- Lake Tahoe has an extraordinary residence time – it's so deep that a single drop of water entering the Lake today will take about 600 years to find its way out.
- 12 miles wide, 22 miles long, and has 72 miles of shoreline
- Lake surface area: 192 sq. miles
- 6,223 feet elevation (natural rim)
- 63 streams feed into Lake Tahoe but only one, the Truckee River, flows out
- Holds 39 trillion gallons of water
- Approximately, 3 million people visit Lake Tahoe every year

San Francisco Bay Area New Invader, the Asian Kelp – Update

Since July 2009, community volunteers and scientists have been working to eradicate a new invader, the Asian kelp *Undaria pinnatifida* from San Francisco Bay and Half Moon Bay. Together scientists, volunteers and harbor staff have removed 2500 individual algae from floating docks, pier pilings and boats in San Francisco Marina, South Beach Harbor Marina and Pillar Point.



The *Undaria* removal crew at South Beach harbor. Photo by Smithsonian Environmental Research Center and UC-Davis

The Asian kelp first arrived in Southern California in 2001 and spread rapidly to the south and north as far as Monterey within a year. In 2009, scientists from the Tiburon-based Smithsonian Environmental Research Center found it in two marinas in San Francisco and at Pillar Point in Half Moon Bay. This alga is of special concern: it is on the International Union for Conservation of Nature's 100 Worst Invaders list due to its history of invasions in other countries. This kelp grows rapidly, and if not controlled, can become a nuisance fouling species, attaching to boats, ropes, floats, moorings, aquaculture cages, maritime structures, animals such as mussels and oysters, and other algae. The kelp can outcompete native seaweeds, on which fish and other animals depend for food and shelter.



Volunteers taking measurements in South Beach Harbor. Photo by Smithsonian Environmental Research Center and UC-Davis

Scientists fear that if *Undaria pinnatifida* really takes hold in San Francisco Bay, it could become a pest species in local marinas and be easily spread by boats elsewhere along the coast. Marina operators, boaters, oyster growers and scuba divers are being asked to report suspected sightings of *Undaria* to the Smithsonian. It can be difficult to eradicate a non-native species once it becomes established; so early detection of this species is critical to the effort to halt its spread north.

Volunteers are needed to assist with removal efforts and to post and circulate posters, fliers and watch cards. To find out more about this invader and how you can help, go to:

http://serc.si.edu/labs/marine_invasions/MIRL_at_RTC/undaria.aspx

Dockwalker Volunteer Program Update - GO TEAM!

To date, the California Department of Boating and Waterways and the California Coastal Commission's Boating Clean & Green Program, in partnership with Santa Monica Bay Restoration Foundation, Keep the Delta Clean Program, City and County of San Francisco Department of the Environment, U.S. Coast Guard Auxiliary, the U.S. Power Squadron, and many more organizations have conducted 11 Dockwalker trainings throughout the state. Over 150 new volunteers participated in our trainings. Since February, Dockwalkers have donated over 590 volunteer hours distributing boater kits while visiting marinas, boat launch ramps, boat shows and events. Dockwalkers participated in key events such as the Sacramento, Los Angeles, Long Beach, NorCal Redding, and the Strictly Sail Pacific Boat Shows, the Pacific Powerboat Expo, the Striped Bass Association Striper Derby, Opening Day on the Bay, and National Safety Week.

Here's what some of our Dockwalkers have to say about the program:

"People were very pleased to fill out the survey, learn about clean boating and get the clean boating kit. It is a great program and I hope to do more soon. Everyone was so upbeat about the program as I believe people want to do the right thing, but often times are not sure what the right thing is."

- Winston Bumpus, Sequoia Yacht Club

"People have been very receptive to the information and felt that the time spent was of value."

- Dave Naumann, U.S. Coast Guard Auxiliary



Dockwalker in action at Lake Berryessa.
Photo by Lake Berryessa Partnership

To view photos and get the latest news on Dockwalkers, check out the Dockwalker newsletter at:

www.coastal.ca.gov/ccbn/Dockwalker_Newsletter_May_10.pdf

To learn more about the Dockwalkers program and to sign up for upcoming trainings, visit our website at:

www.dbw.ca.gov (click on Clean & Green tab) or contact Vivian Matuk at (415) 904-6905/vmatuk@coastal.ca.gov.

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www.santamonibabay.org | www.dbw.ca.gov | www.coastal.ca.gov | www.keepthedeltaclean.org

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