

March 14 MEETING NOTES

NEXT MEETING DATE SCHEDULED FOR: JUNE 13

INTERAGENCY COORDINATING COMMITTEE (IACC) JOINT MARINAS AND RECREATIONAL BOATING

Introductions and Announcements

Jack Gregg, California Coastal Commission (CCC)

10:00 AM-10:15 AM

Time: 15 Minutes

Meeting Attendees: Jack Gregg (California Coastal Commission), Nan Singhasemanon (Department of Pesticide Regulation), Dominic Gregorio and Jowin Cheung (State Water Resources Control Board), Alan White and Barbara Heinsch (CalRecycle), Tim Leathers (California Clean Marina Program), Frank Szafranski (International Paint), Matt Peterson and Marlan Hoffman (California Professional Divers Association), Frank Winkelman (Pettit Marine Paint),

Phone Attendees: Vivian Matuk (CCC/Department of Boating and Waterways); Lisa Corvington (Department of Fish and Game), Chris Scianni (State Lands Commission), Linda Candelaria (Santa Ana Regional Water Board), Leigh Johnson (Sea Grant/UC Davis Cooperative Extension), Jerry Desmond Jr. (Recreational Boaters of California), Katy Wolf (Institute for Research and Technical Assistance), Bill Rocco (California Professional Divers Association), Neal Blossom (American Chemet), Ray Hiemstra (Orange County Coastkeepers), Karen Holman & Stephanie Bauer (Port of San Diego), Tom Nielsen (Nielsen/Beaumont Boatyard), Michelle Bowman (AMEC), Deborah Pennell (Shelter Island Marina), Shelly Griffin (Bay Club Marina), Jack Peveler (Channel Island Harbor).

- Mara Noelle has moved on to working with desert habitat research
- Dominic (State Water Resources Control Board) wants to strengthen land and sea connection. He would like to move the trash policy forward and anticipates adopting the policy in February 2013.

All attachments for the IACC and Joint Marinas and Recreational Boating workgroup can be found on the [CCC website](#).

Action Item(s): None

Associated Attachments with this section: None

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Coastal Cleanup Day in Marinas

10:15 AM-10:25 AM

Vivian Matuk, CCC and Department of Boating and Waterways (DBW)

Time: 10 Minutes

Coastal Cleanup Day is a volunteer event in the country focused on marine environments. In 2011, California boating community contributed more to the cleanup efforts. CCC and the DBW Boating Clean and Green Program coordinated the participation of two yacht clubs in order to collect information on how a program can be established in the future to involve more of the boating community during Coastal Cleanup Day. Important questions to ask to involve the boating community with Coastal Cleanup Day are: What is the specific need for boaters to participate in the program/cleanups? What kind of outreach is needed?

Other news:

- Resource kits were given to boaters to motivate them to join the Cleanup Day.
- Vivian is working with the Pacific-Inter Yacht Club Association (PICYA) to get their endorsement with for program/cleanups.
- Develop a flyer and update it on the boater/yacht websites.
- Develop PowerPoint presentation to increase education and outreach in the boating community.

Action Item(s): If interested in helping out with boating cleanup events contact Vivian Matuk at 415-904-6905.

Associated Attachments with this section: Vivian Matuk Boating Cleanup Day and Boating Community.pdf

Hull Cleaning Issues in NorCal and the CDPA

10:25 AM-11:05 AM

*Matt Peterson, Fast Bottoms Hull Cleaning and
California Professional Divers Association (CDPA)*

Time: 40 Minutes

CDPA is still working to the goal of the California NPS Program management measure 4.2.e that states 75% of in-water hull cleaners should be certified and have been giving their short course for 13 years. Matt's estimates of divers trained: San Diego (65%); Los Angeles and Orange Counties (5%); Santa Barbara (100%);

Hull cleaning is different depending on the type of community, the type of flora and fauna, the amount of sunlight, and the growth rate of the organisms. For example, boats in San Francisco are cleaned 3 to 4 times a year, while boats in San Diego are cleaned 10 to 15 times a year.

Training courses are specific to the region. The divers are also trained on visual clues to look for prior to cleaning a boat. The training goal is to focus on prevention and elimination of toxic release.

The reason to wait 60 to 90 days after a new paint job is because the copper leaching rate is high at that time. The paint should be fully hardened when the boat is launched. In addition to proper cleaning techniques, divers are trained to recognize and report invasive species. Divers use a list to determine the type of cleaning for the boat. In addition, the divers would ask the boat owner about maintenance information. Matt said customers are questioned prior to

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servicing the boat, and the boats should not be arbitrarily cleaned. CDPA promotes use of soft cleaning tools (carpet, cloth and sometimes white scrubber pads). If more aggressive tools are needed, then the boat should be cleaned more frequently. Many boaters in northern California wait too long between cleanings and so the cleaning needs to be more aggressive. If a scrapper must be used, the boat should be hauled out.

Action Item(s): None

Associated Attachments with this section: IACC Presentation 1.pdf, IACC Presentation 2.pdf, IACC Presentation 3 pdf, IACC Presentation 4.pdf

Facilitated Discussion of Hull Cleaning Issues	11:05 AM-11:35 AM
<i>Jack Gregg, CCC</i>	<i>Time: 30 Minutes</i>

Approximately 95% of boats use copper based paints in the marinas and majority of these paints are hard paints that leach copper. There is a hybrid paint which is a combination of hard and ablative.

- Question: are divers trained on different techniques for different paint types. Yes, but it is not always possible to know which paint is on the boat. Some sort of label on the boat identifying the bottom paint last applied would be useful to hull cleaners.
- Question: Can you rely on the paint alone, without periodic cleaning to keep the hull clean for 18-24 months [the advertised paint life]. Matt and Marlan say no.

Some paints may not work in different regions; type of paints used depends on the regulations in the region. Some paints may not be used due to the release of volatile organic compounds during application due to air quality regulations. Harder modified epoxy paints are used in San Diego and Los Angeles.

Fouling occurs more frequently to boats that are in water that don't move all the time (i.e., boats that are floating in the marinas). If boat owners practice hull cleaning, there will be a lower maintenance costs. In addition, there is better fuel efficiency. In the future, CDPA should communicate with boat owners to educate them about hull cleaning.

Action Item(s): None

Associated Attachments with this section: None

Wrap Up and Next Meeting Date	11:35 AM-12:00 PM
<i>Jack Gregg, CCC</i>	<i>Time: 25 Minutes</i>

Action Item(s): Please submit any topics or suggestion for the next meeting to Jack.

Associated attachments with this section: None

ANTIFOULING STRATEGIES (AFS) WORKGROUP

Introductions and Announcements

1:00 PM-1:10 PM

Nan Singhasemanon, Department of Pesticide Regulation (CDPR)

Time: 10 Minutes

Meeting Attendees: Jack Gregg (California Coastal Commission [CCC]), Nan Singhasemanon, Denise Alder, Carlos Gutierrez (Department of Pesticide Regulation), Rik Rasmussen, Dominic Gregorio and Jowin Cheung (State Water Resources Control Board [SWRCB]), Frank Szafranski (International Paint), Matt Peterson and Marlan Hoffman (California Professional Divers Association), Frank Winkelman (Pettit Marine Paint), Jerry Desmond, Jr.,

Phone Attendees: Vivian Matuk (CCC/Department of Boating and Waterways, Chris Scianni (State Lands Commission), Linda Candelaria (Santa Ana Regional Water Board), Leigh Johnson, Michelle Lande (UC Cooperative Extension), Jerry Desmond Jr., Ralph Longfellow (Recreational Boaters of California), Katy Wolf (Institute for Research and Technical Assistance), Bill Rocco (California Professional Divers Association), Neal Blossom (American Chemet), Ray Hiemstra (Orange County Coastkeepers), Karen Holman, Stephanie Bauer, Michelle White (Port of San Diego), Tom Nielsen (Nielsen/Beaumont Boatyard), John Padera (AkzoNobel), Marie Hobson, John Hopewell (American Coatings Association), Kelly Moran (TDC, Environmental), Michelle Bowman, Rolf Schottle (AMEC), Dave Renfrew (Weston Solutions), Bruce Wing (Silver Gates Yacht Club), Shelly Griffin (Bay Club Marina), John Adrainy (San Diego Yacht Club), Pat Earley, Ignacio Rivera (U.S. Navy), Casey Capulupo (University of San Diego).

- Phone etiquette: please announce your name before you speak; and mute your phone unless you have a question.

- It was discovered early in the AFS WG meeting that WebEx phone lines were full and thus some phone participants were excluded from the call. A new number with higher attendance capacity was quickly established and the problem resolved.

All attachments for the AFS workgroup can be found on the [CDPR website](#).

Action Item(s): None

Attachments associated with this section: None

California Senate Bill 623 Update

1:10 PM-1:25 PM

Michelle White, Port of San Diego

Time: 15 Minutes

Port of San Diego is a cosponsor of the bill along with San Diego Coastkeeper. The Port believes that the bill is a critical component of overall copper (Cu) reduction program

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that will lessen impacts of antifouling paints while addressing the requirements of the Shelter Island Yacht Basin (SIYB) Copper TMDL.

The original version of the bill proposed a flat out ban of Cu paints down the road. Then modifications were made to address specific concerns. The latest official version of the bill, requires: By 2014, CDPR will establish a maximum allowable leach rate for Cu. By 2015, low leach paints are to be used in place of traditional Cu paints in California. By 2019, the State Board will assess progress via monitoring and modeling. If reduction goals are expected to be met, the use of low leach Cu paints may continue, if not, all biocidal paints (including those containing non-copper biocides) will be banned as of 2020. The bill also created exemptions allowing the use of Cu paints for transient vessels. It also creates an advisory board to establish signage to come up with guidelines for underwater hull cleaning.

In August 2011, authors got critical feedback during the AS&TM committee hearing, one of which included a concern from the State Board about the cost of monitoring/modeling. Soon after, a decision was made to make SB 623 into a two-year bill.

Over the last few months, the authors resumed conversation with the State Board & CDPR. A revised version of the bill is likely to be released in a couple of weeks. A key area in the revised bill includes how water quality determinations will be made, funded and evaluated. Concerns about “new science” will also be addressed.

The revised bill could potentially go back to the Assembly’s Appropriations Committee in July/August 2012. The new version of the bill will also undergo public scrutiny as more stakeholder forums are planned beginning in April.

Action Items: Nan will send out updates on the Senate Bill 623

Attachment associated with this section: None

CDPR Reevaluation Update	1:25 PM-1:35 PM
<i>Denise Alders & Carlos Gutierrez, CDPR</i>	<i>Time: 10 Minutes</i>

- Please see the attachment for a detailed update.

Action Item(s): None

Associated Attachments with this section: Copper Based Antifoulant Paint Reevaluation Update March 9, 2012. pdf

**Copper Bioavailability & Toxicity to *M. galloprovincialis* In
Shelter Island Yacht Basin**

1:35 PM-2:15 PM

Time: 40 Minutes

*Casey Capulupo, University of San Diego; Pat Earley and Ignacio
Rivera, The Space and Naval Warfare Systems Command*

The study looked at SIYB copper concentrations, ambient toxicity, and predicted toxicity through the Biotic Ligand Model (BLM) and the Water Effects Ratio (WER)

Study Objectives:

- Determine chemical and biological activity of Cu in the waters of SIYB (Complexation Capacity)
- Assess whether total [Cu] poses a threat to organisms inhabiting this area
- Assess whether Cu speciation in SIYB reduces or increases toxicity of Cu using:
- Water Effects Ratio (USEPA): Marine-Biotic Ligand Model (BLM) and Copper complexation titrations
- Compare toxicity with DCu in SIYB

Question: Nan asked how many days were sample taken from the basin? Did this capture a representative picture of Cu concentrations during the course of a year? Ignacio said that samples were taken from two days – one in the wet season and one in the dry season. Wet sampling event was about a week after rain.

Comment: Nan wondered whether the Regional Board would care about “representative” samples taken away from boats as samples closer to boats may have higher Cu levels. A sampling point right next to the boats is still considered “waters of the state” from a Porter Cologne standpoint.

Comment: Linda noted that the BLM is currently a DRAFT BLM. Also, there’s little protective buffer with the BLM thresholds. Dave Renfrew wondered if a higher multiplier would be useful. Kelly added that SSO’s must be protective before adjustment factors are applied. SSO’s may require that additional work be done to allow for more accurate adjustments.

Comment: WERs have been done before in the S.F. Bay Area for Cu. Site Specific Objectives are data intensive.

Question: Where do the Dissolved Organic Carbon (DOC) come from in SIYB? The basin has very little storm water input. DOC would mainly be from the Bay and within the basin. Kelly added that boat grey water could be another source. Studies in S.F. Bay Area have shown that resuspended sediment from wind action can introduce metals and other constituents into the water column. Ignacio said that sediment acts as a sink for Cu in SIYB.

Question: Why was *M. galloprovincialis* picked as a test species? Ignacio noted that they are sensitive to Cu & are commercially available.

Action Item(s): None

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Associated Attachments with this section: Copper Bioavailability & Toxicity to *M. galloprovincialis* In Shleter Island Yacht Basin.pdf

Revising the California Toxics Rule (CTR)	2:15 PM-2:40 PM
<i>Rik Rasmussen and Dominic Gregorio (SWRCB)</i>	<i>Time: 25 Minutes</i>

EPA originally established the CTR for California and the State Water Resources Control Board (State Board) has been implementing & enforcing these standards.

Revision of the CTR requires actions by both the U.S. EPA and State Water Resources Control Board. The State Board must make a request to U.S. EPA to depromulgate the CTR. If that's approved and completed, then the State must adopt a standard for California. However, this action is not considered high priority by the State Board. Considering the resource limitation that the State Board is dealing with, it is not likely to happen anytime soon. Note that U.S. EPA is not likely to "re-promulgate" a higher or less stringent statewide standard.

The other alternative is an SSO. The State Implementation Plan (SIP) allows for SSOs to be established. An SSO can be built around the Water Effect Ratio (WER) as is already allowed by the CTR, or the SSO can be based on the BLM or an approach that has been shown to be scientifically sound & produces an SSO that is protective of beneficial uses. If there is a permit (e.g., NPDES or WDR) in place, then SSOs will be easier to establish, as a Basin Plan Amendment (BPA) would not be needed to adopt the permit containing the SSO. Before 2006, a BPA was needed for such an action, but the SIP has been revised and this requirement was removed. For example, the BPA to adopt the South S.F. Bay WER-based SSO for Cu took many years to initiate and complete. U.S. EPA also needs to review & approve most BPAs. A BPA is needed if an SSO is adopted independent of a permit.

Question: Jack questioned the immense costs that would be incurred if multiple SSOs were done throughout the State. Kelly had said that SSO for South S.F. Bay alone was very expensive to do. Dominic said that a test case that is representative of a group of marinas or basins can be done and a single SSO can be applied to many sites.

Question: Does the BLM have to be published in the Federal Register before it can be considered an acceptable approach? No. U.S. EPA allows for other sound scientific approach to be used for SSOs.

Action Item(s): None

Associated Attachments with this section: None

Other Agency and Stakeholder Updates	2:40 PM-2:55 PM
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All Agencies and Stakeholders

Time: 15 Minutes

Nan surveyed the group to see if they want to continue discussion of Rik's CTR topic. The consensus was yes.

Nan added that he had planned for this possibility and that folks who want to give brief agency updates can send him information via email and he will forward to the group. Nan said that he had at least one item, which is the agenda for the ICMCF Conference in Seattle, Washington this June.

Action Item(s): None

Associated Attachments with this section: None

Wrap Up & Adjournment

2:55 PM-3:00 PM

Nan Singhasemanon, CDPR

Time: 5 Minutes

- •Next meeting will be on June 13

Action Item(s): Nan will send update/meeting notes

Attachments associated with this section: None