

SEPTEMBER 11, 2014 - MEETING NOTES

NEXT MEETING DATE SCHEDULED FOR: MARCH 12, 2015

INTERAGENCY COORDINATING COMMITTEE (IACC) JOINT MARINAS AND RECREATIONAL BOATING

Introductions

10:00 AM - 10:10 AM

Tamara Doan – California Coastal Commission

Time: 10 Minutes

Jowin Cheung – State Water Resources Control Board

Marina Interagency Coordinating Committee Attendance List

In Person

Barbara Heinsch – Cal Recycle
Charlotte Miyamoto – County of Los Angeles
Greg Schem – The Boatyard
Jeffrey Lin – CalRecycle
Jowin Cheung – State Water Resources Control Board
Michael Ztlokin – Innermost Containment, LLC
Nan Singhasemanon – California Department of Pesticide Regulation
Ray Lopez- Epaint
Rod Taylor – Clean Marinas Program
Shuka Rastegarpour – State Water Resources Control Board
Steve Fagundes – State Water Resources Control Board
Tamara Doan – California Coastal Commission
Virginia St Jean – San Francisco Department of Public Health

On Phone

Adrien Baudriamo
Barry Snyder – AMEC
Bill Campbell – Nielsen Beaumont Marine, Inc.
Cecilia Zlotkin
Colin Anderson - American Chemet
Dave Riddenger- Placer Country
Diane Isley – Clean Marinas Program
James Muller – San Francisco Estuary Partnership
Jerry Desmond – RBOC
Jim Haussener – California Marine Affairs and Navigation Conference
Joanne Schneider – Santa Ana Regional Water Board
Karen Holman – Port of San Diego
Kate Pearson – Shelter Island Marina
Lauren De Valencia – American Coating Association
Linda Candelaria – Santa Ana Regional Water Board
Linda Cross
Marlan Hoffman – Certified Professional Divers Association
Matt Peterson – Certified Professional Divers Association

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Mia Hunt – Cal Recycle
Michelle Bowman – AMEC
Neil Blossom – American Chemet
Pat Earley – U.S. Navy
R. Kevin Ketchum
Ray Hiemstra – Orange County Coast Keeper
Rolf Schottle– AMEC
Shana Rapoport – Los Angeles Regional Water Board
Shelly Angera – Anchor QEA
Sherry Oberle – AKZO Coating
Stephanie Bauer – Port of San Diego
Tim Riley – Marina Del Rey
Tina Thomas
Tom Nielson – Nielson Boatyard
Vivian Matuk – Department of Boating and Water Way
Wanda Cross – Santa Ana Regional Water Board
Wayne Morrison – Shelter Island Boatyard
Wendy Hovel – Anchor QEA

Announcements

10:10 AM - 10:20 AM

Jowin Cheung – State Water Resources Control Board

Time: 10 Minutes

- Jack Gregg has left the California Coastal Commission. Currently, Jack Gregg is working for the San Francisco Regional Water Quality Control Board in the Enforcement Unit.
- Tamara Doan of the California Coastal Commission is will now be co-hosting the Marina Interagency meetings.
- Coastal Cleanup Day is on September 20th
- Focused stakeholder listening sessions for copper issues in marinas: The State Water Resources control board is considering having listening sessions with selected stakeholders. The purpose of the focused stakeholder listening session is to gather input from stakeholders on their thoughts about boat maintenance and antifouling strategies.
- Rod Taylor mention there is a Clean Marinas Board meeting on September 24th from 10 AM to 12 PM at Chase Park.

Action Item(s):

- Email Jowin (jowin.cheung@waterboards.ca.gov) if you are interested in participating in the focused stakeholder listening sessions

Associated Attachments with this section:

- Clean Marina Preparation Courses are available on cleanmarina.org

Used oil competitive grant program

10:20 AM - 10:25 AM

Jeffrey Lin – CalRecycle

Time: 5 Minutes

California Public Resource Code (PRC) section 48632 authorizes the California Department of Resources Recycling and Recovery (CalRecycle) to award used oil-related grants for any of the

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following purposes: providing and maintaining collection and recycling opportunities for used lubricating oil and filters; research, testing and demonstration projects for in-service uses, collection technologies and end-of-life used oil management; developing uses and markets for products resulting from recycling used oil and filters; product advancements and developments in lubricating oil, and education and mitigation projects relating to stormwater pollution from used oil. For more information, please see the used oil competitive grant program in associated attachment (UOC Presentation).

Question: *Is there post project analysis regarding effectiveness for these grants?*

Answer: *Yes, and it is required in the progress reports.*

Action Item(s):

None

Associated Attachments with this section:



UOC
Presentation.pptx

Boatyard operators perspective on boat hull maintenance practice and frequency

10:25 AM - 11:30 AM

Time: 65 Minutes

Charlotte Miyamoto – County of Los Angeles

Each speaker provided their perspective on boat hull maintenance practice and frequency using Charlotte Miyamoto's questions as a guideline (see boat hull maintenance file in associated attachments)

Speaker: Paul Kaplan, Owner – Keefe Kaplan Maritime Inc., Sausalito and Richmond, CA

- Paul Kaplan has been in the boating industry for 40 years.
- Based on his experience, a boat will need to be hauled out and repainted may be every 12 to 18 months, but that depends on the type of paint on the hull.
- There is mixed success from various alternatives from copper paint: for instance, there may be six months of success but then it stops.
- Zinc paints can go over existing paint; however, eventually the zinc paint will wear down and stripping and repainting is necessary.

Speaker: Kate Pearson, Dockmaster – Shelter Island Marina, San Diego, CA

- Participation in Anti-fouling data collection process was embraced by boaters to help reduce the copper concentrations. Now that the cleaning has increased, more boaters are experimenting with new approaches for cleaning. Boaters are finding variability in the success, possibly due to formula changes.
- From a user's perspective, it seems that any paint over three years seem to have lost its copper or effectiveness. There should be a guide on what kind of paints to apply to which boat based on usage, environment, water properties, etc.

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- Boatyards should issue a certificate on paints to show what has been used; this will help confirm was used when reporting to the Regional Water Boards.
- There should be a maintenance guide that provides information on boaters on how to properly clean a boat.

Speaker: Bill Campbell, Manager – Nielsen Beaumont Marine Inc., San Diego, CA

- The Port program seems to be different from what the Total Maximum Daily Load, and what the non-biocide program.
- The early parts of the Total Maximum Daily Load did not provide alternatives. However, there are more alternatives as time goes on.
- What about some of the chemical in the new paints, such as zinc? How much do we know about zinc-based paints? E-cone paint products can contain zinc omadine, which is used to deter soft-fouling organisms like slime, algae, and weed.
- San Diego boatyards are conscious about new regulations. There is this confusion for boat owners on what kind of paint should be applied on their boats based on recommendations by boatyards or what is being suggested by science.
- In some cases, stripping the paint on the boat may not be necessary for a new coat of paint. Boat paint stripping cycle may occur every 12 to 15 years, but that is contingent on the environment.
- Boat owners are looking for alternatives, whether it is non- or low-copper based paint or biocide free paint.

Speaker: Wayne Morrison – Shelter Island Boatyard, San Diego, CA

- More boat hull cleaning is needed for southern California waters
- Greg has tried a dozen different alternatives, and most fell by the wayside. He mentions there are issues with the paint manufacturers. The question is, do bottom paints have to be stripped?
- San Diego port has a nonpoint source grant program that has converted boats from using copper-based paint to non-copper based paint.
- In-water hull cleaners are the key to success because cleaning every two weeks can prevent heavy fouling.
- Matt Peterson mention that in the California Professional Divers Association manual, there is an extensive list of recommendation and processes for in-water hull cleaners to handling different types of paint.

Speaker: Greg Schem, Owner – The Boatyard, Marina Del Rey, CA

- Boaters are confused because boatyards don't know what to recommend.
- Low copper paints work very well, as well as higher copper paints. Non copper base paint doesn't perform as well but will need cleaning more frequently.
- Volatile organic compounds are in the non-biocides, will they cause any violations?
- Tin may still be in some paint products, and are still causing issues for aquatic organisms.
- Boatyards are not willing to recommend something that they have never used.
- There are issues with proving to boat owners as to whether certain products will work. Providing extended warranties on paint or paint job may help to reveal the efficacy of the product. How do we motivate boaters?

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- The problem is very few boats strip their paint. The cost of compliance and conversion is an issue for some boat owners.
- It is unclear where funding for dredging will come from, but boaters do fear they will end up paying for that work too.

Question for boatyard owners: Has anyone used barrier coatings and had any success?

Answer: It is difficult to coat something that is already wearing away.

Action Item(s):

None

Associated Attachments with this section:



Boat Hull
Maintenance question

Perspective from other stakeholder groups	11:30 AM - 12:25 AM
<i>All</i>	<i>Time: 55 Minutes</i>

Paint Distributor

Bonita Marine – Ray Lopez

- Ray said boaters should use no copper paint for their boats. He mentions that E-paint is a proven alternative to copper paint.
- Some boaters may feel there are no effective non-copper antifouling alternatives or the cost of switching to a non-copper alternative would be too expensive.
- The active ingredient in E-paint is zinc amadine/C9-Dow. The paint is water based and photo-active by ultra violet light.

Water Agencies

Los Angeles Regional Water Quality Control Board – Jenny Newman, Shana Rapoport

- Jenny is encouraged by hearing about the how the implementation in Shelter Island Yacht Harbor is similar to Marina Del Rey.
- Copper is dissolved in the water column and boats are the primary source.
- County of Los Angeles is considering applying for funding from the Clean Beach Initiative.
- Los Angeles Regional Water Quality Control Board is waiting for U.S. Environmental Protection Agency to certify the biotic ligand model. The staff members at Los Angeles Regional Water Quality Control Board will revise the Total Maximum Daily Load to mimic the biotic ligand model, which is a tool used in aquatic toxicology that examines the bioavailability of metals in the aquatic environment. County of Los Angeles is doing other studies and will be collecting data to feed the biotic ligand model.

Santa Ana Regional Water Quality Control Board – Linda Candelaria

- Santa Ana Regional Water Quality Control Board staff members are developing a Total Maximum Daily Load for Newport Bay based on impairment assessment.

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- Boat paint stripping costs are an issue, and boaters are seeking grant funding for conversion to non-toxic paints.
- A salt water biotic ligand model may address copper, but it may not address other metals in the water that might bind with other organics in the water. In saltwater, copper is highly dependent on dissolved organic carbon.

Ports

Port of San Diego – Karen Holman

- Collaboration with in-water hull cleaning professional, paint manufacturers, boatyards, marinas, and etc. can help provide good information and message to boaters.
- There is a need to educate everyone on boat maintenance. The next few years should be directed at tighten up the messaging and information/guidance on converting boats from copper-based paints to non-copper based paints. When boaters ask boatyard owners or marina operators, they should be able to say “what works best for this location...”. Information on boat maintenance should be specific to the location.
- Non-toxic paints are better than low-copper paints even though it requires stripping the paint off the boat.

Action Item(s):

None

Associated Attachments with this section:

None

Adjournment	12:25 AM - 12:30 PM
<i>Jowin Cheung, State Water Resources Control Board</i>	<i>Time: 5 Minutes</i>

Next meeting will be on Thursday, March 12. If you have anything you would like to present, let Jowin know.

Action Item(s):

Please submit any topics or suggestions to Jowin Cheung, jowin.cheung@waterboards.ca.gov

Associated Attachments with this section:

None

End.

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ANTIFOULING STRATEGIES (AFS) WORKGROUP

Introductions

1:15 PM - 1:30 PM

Jowin Cheung – State Water Resources Control board

Time: 15 Minutes

Antifouling Strategy Work Group Attendance List

In Person

April Disvan – California Department of Pesticide Regulation
Carlos Gutierrez – California Department of Pesticide Regulation
Charlotte Miyamoto – County of Los Angeles
Greg Schem – The Boatyard
Jeffrey Lin – CalRecycle
Jowin Cheung – State Water Resources Control Board
Michael Ztlokin – Innermost Containment, LLC
Nan Singhasemanon – California Department of Pesticide Regulation
Shuka Rastegarpour – State Water Resources Control Board
Steve Fagundes – State Water Resources Control Board
Tamara Doan – California Coastal Commission
Virginia St Jean – San Francisco Department of Public Health

On Phone

Barry Snyder – AMEC
Cecilia Zlotkin – Innemost Containment, LCC
Colin Anderson – American Chemet Corporation
David Breninger – Placer County Water Agency
Jenny Newman – Los Angeles Regional Water Quality Control Board
Jerry Desmond Jr – Desmond Lobby Firm
John Lewis – ES Link Services
Karen Holman – Port of San Diego
Linda Candelaria – Santa Ana Regional Water Quality Control Board
Marlan Hoffman – California Marine Service Inc
Matt Peterson – California Professional Divers Association
Michelle Bowman – AMEC
Neal Blossom – American Chemet Corporation
Pat Earley – Space and Naval Warfare Systems Command, U.S Navy
Ray Hiemstra – Orange County Coastkeeper
Rolf Schottle – AMEC
Shana Rapoport – Los Angeles Regional Water Quality Control Board
Shelly Angera – Anchor QEA
Sherry Oberle – AKZO Coating
Tim Riley – Tim Riley & Associates
Tina Thomas –
Vivian Matuk – California State Parks Division of Boating & Waterways and California Coastal Commission
Wanda Cross – Santa Ana Regional Water Quality Control Board

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Announcements

1:25 PM - 1:35 PM

Jowin Cheung – State Water Resources Control Board

Time: 10 Minutes

- Jack Gregg has left the California Coastal Commission. Currently, Jack Gregg is working for the San Francisco Regional Water Quality Control Board in the Enforcement Unit.
- Tamara Doan of the California Coastal Commission is will now be hosting the Marina Interagency meetings.
- Focused stakeholder listening sessions for copper issues in marinas: The State Water Resources control board is considering having listening sessions with selected stakeholders. The purpose of the focused stakeholder listening session is to gather input from stakeholders on their thoughts about boat maintenance and antifouling strategies.
- Prevention First Symposium in Long Beach on October 7 and 8. The symposium is a collaborative discussion of present and future of regulating in-water cleaning of commercial ships.

Action Item(s):

None

Associated Attachments with this section:

None

Perspective from other stakeholder groups

1:35 PM - 2:00 PM

All

Time: 25 Minutes

In-Water Hull Cleaners

- In-water hull cleaners are getting a firm understanding of the copper problem and best management practices.
- There is a need for formal and informal efficacy in the water. Without knowing how a boat paints performs over time, influencing users/boat owners to use a certain paint or product will be a difficult task.
- Marlan suggested that may be some products can have new formulations that will work or look more like copper paints.
- Some products have high volatile organic compounds, and some are legal in one harbor and not legal in another harbor. There should be some consistency throughout the state on the use of certain products.

Action Item(s):

None

Associated Attachments with this section:

None

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Hull cleaning containment an filtration system

2:00 PM - 2:25 PM

Michael Zlotkin – Innermost Containment Systems , LLC

Time: 25 Minutes

Underwater hull cleaning is necessary and occurs often. Michael shows us how to contain water pollution from boats due to in-water vessel cleaning and maintenance. (See his presentation hull cleaning containment and infiltration file in attachments associated with this section).

Question: *What is the time factor from boat A to ready for next boat?*

Answer: *About 30 minutes for cleaning and filtering. All can be done within an hour.*

Action Item(s):

None

Associated Attachments with this section:



Hull cleaning
containment and filtrz

**Commercial ship in-water cleaning and comprehensive biofouling
Management in California**

2:25 PM - 2:55 PM

Chris Scianni – California State Lands Commission

Time: 30 Minutes

Commercial ships are those that carry more than 300 gross tons and carry ballast water. The commercial ships are subject to the AB 740 California Marine Invasive Species Act. The big issue is vessel biofouling and it is also a well-known introduction to invasive species. In addition, biofouling is a source of drag and increases the amount of fuel required to move the ship, and produces a great amount of air pollution. There are two types of management to prevent biofouling: (1) Proactive – antifouling coating and preventative measures; and (2) Reactive – in water cleaning or dry dock. In-water hull cleaning divers usually use rotation scrubbers to clean the commercial ships. California State Lands Commission has a Hull Husbandry reporting where staff members enter data about all ships entering California waters. (See Scianni_IACC_September2014 file in attachment associated with this section for more details).

Action Item(s):

None

Associated Attachments with this section:



Scianni_IACC_Sept2
014.pdf

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Copper antifouling paint registrant updates

2:55 PM – 3:10 PM

*Nan Singhasemanon, Carlos Gutierrez – California Department
of Pesticide Regulations*

Time: 15 Minutes

All copper based paints and pesticides are being regulated. The reporting data requirements for paint manufacturers include leach rate data and type of paint. Nan is working with registrants to negotiate the reformulation of biofouling paints for boats. Currently, California Department of Pesticide Regulations staff members are verifying leach rates for different paint formulas before establish the numeric criteria, which would eliminate the products from the market.

The reformulation strategy will involve having paint manufactures above the leach rate to reformulate their product. If the paint manufacturers do not reformulate, then the paint manufacturers may be prohibited from selling the paints. The leach rates are pretty firm, but California Department of Pesticides understands that there are some differences in cleaning practices. Currently, about half the products do fall below the leach rate. There is a need to get information to the boatyard and to the boaters about what kind of paint can be used under the AB 425 regulations.

Question: *How do the leach rates used in Total Maximum Daily Loads compare to the California Department of Pesticide leach rates? How do we make sure there are no conflicts that would prevent achieving Total Maximum Daily Load regulations?*

Answer: *California Department of Pesticide is taking a different approach but the results of the study and assessments are similar.*

Question: *Are there plans to update the hull cleaning frequencies?*

Answer: *California Department of Regulations do not have jurisdiction.*

Action Item(s):

None

Associated Attachments with this section:

None

**Regulatory developments in Australia and New Zealand
in relation to in-water cleaning and marine pest management**

3:10 PM – 3:25 PM

John Lewis – ES Link Services

Time: 15 Minutes

Under Australian and New Zealand Environment Consultative Council Code, no part of commercial vessel's hull treated with antifouling could be cleaned in Australian waters. Currently in progress, a National Institute of Water and Atmospheric Research project will develop guidance and testing requirements to evaluate the biosecurity risk posed by in-water cleaning technologies for vessel biofouling. For more information on in-water cleaning guidelines in Australia, see the Regulatory development in Australia and New Zealand file in attachments associated with this section).

Action Item(s):

None

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Associated Attachments with this section:



Regulatory
developments in Aust

Adjournment

3:25 PM-3:30 PM

Jowin Cheung, State Water Resources Control Board

Time: 15 Minutes

Next meeting will be on Thursday, March 12. If you have anything you would like to present, let Jowin know.

Action Item(s):

Please submit any topics or suggestions to Jowin Cheung, jowin.cheung@waterboards.ca.gov

Associated Attachments with this section:

None

End.
