

Staff Report 48

APPLICANT:

City of Suisun City

PROPOSED ACTION:

Issuance of a General Lease – Commercial Use

AREA, LAND TYPE, AND LOCATION:

Sovereign land in Suisun Slough, Suisun City, Solano County.

AUTHORIZED USE:

Continued use, maintenance, and operation of an existing commercial marina, known as the Suisun City Marina, consisting of a portion of 150 uncovered berths, an accommodation dock, promenade, bank protection, and maintenance dredging previously authorized; and use, maintenance, and operation of 10 uncovered berths and a walkway not previously authorized.

TERM:

20 years, beginning February 28, 2023

CONSIDERATION:

\$10,475 per year, with an annual Consumer Price Index adjustment; and the State reserving the right to fix a different rent periodically during the lease term, as provided for in the lease; and \$8,667 to compensate for the unauthorized occupation of state sovereign land for the existing facilities for the period prior to February 28, 2023.

SPECIFIC LEASE PROVISIONS:

- Liability insurance in an amount no less than \$3,000,000 per occurrence.
- Surety in an amount no less than \$100,000.
- Lessee agrees and acknowledges that the hazards associated with sea level rise may require additional maintenance or protection strategies regarding the

improvements on the lease premises. Further, Lessee agrees to conduct a structural assessment of the authorized improvements within 180 days of the 10th lease anniversary date, including an assessment of impacts thus far and those reasonably foreseeable over the remainder of the lease term due to sea level rise. The structural assessment shall be submitted to the Commission for review and comment and may require the development of a remedial action plan if the structural integrity of the authorized improvements poses a risk to the public health and safety.

- The lease contains provisions requiring implementation of the Commission's "Best Management Practices for Marina Owners/Operators" and encouraging implementation of the Commission's "Best Management Practices for Berth Holders and Boaters," including additional Best Management Practices (BMPs) the Commission subsequently deems appropriate for either of the above categories.
- Upon Lessee's delivery of a good-faith estimate prepared by a reputable contractor for the costs of full removal of the Improvements, to the sole satisfaction of the Executive Officer or designee, Lessor and Lessee agree that the Surety Bond required in Section 1 may be modified to reflect the estimated removal costs.
- Lessee or its operators may issue, without Lessor's prior approval, individual berthing subleases in conjunction with normal commercial marina subleasing practices for terms of one year or less.

STAFF ANALYSIS AND RECOMMENDATION:

AUTHORITY:

Public Resources Code sections 6005, 6216, 6301, 6321, 6321.2, 6501.1, 6503, and 6503.5; California Code of Regulations, title 2, sections 2000 and 2003.

PUBLIC TRUST AND STATE'S BEST INTERESTS:

On May 5, 1992, the Commission authorized a General Lease – Public Agency Use to the Applicant for demolition of 144 berths and construction of a 150 open-berth commercial marina known as the Suisun City Marina with a fuel dock, sewage pump out station, promenade, and maintenance dredging ([Item 21, May 5, 1992](#)). On April 28, 1993, the Commission authorized the amendment of the lease for construction and maintenance of an accommodation dock and shoreline protection ([Item 26, April 28, 1993](#)).

On February 27, 1998, the Commission authorized the agreement and consent to encumbrance of the lease, the amendment of the lease to revise the rent

payment date to July 1, and continuation of rent ([Item 74, February 27, 1998](#)). On June 18, 2002, the Commission authorized the continuation of rent ([Item 37, June 18, 2002](#)). On December 14, 2006, the Commission authorized revision of the minimum annual rent from \$11,900 to \$13,830 ([Item 27, December 14, 2006](#)). That lease expired April 30, 2022.

Staff recommends that the Commission accept compensation from the Applicant for the unauthorized occupation of State land in the amount of \$8,667 for the period of May 1, 2022 to February 27, 2023. This compensation ensures that the state is made whole for the Lessee's occupation.

The subject commercial marina directly promotes Public Trust uses. The marina facilities accommodate, promote, and foster the public's need for maritime services and the public's enjoyment of the State's waterways. Recreational boating is a water-dependent use that is generally consistent with the common law Public Trust Doctrine. The adjacent upland is developed as a commercial marina.

The Suisun City Marina is a moderate-sized marina covering approximately 4 acres. The marina is vulnerable to on-water theft and has a need for on-call personnel for non-police related emergencies (e.g., sinking boat). These factors support a limited and controlled presence of a navigable vessel to be occupied on a 24-hour basis for security purposes. Taking into account the size and design of the marina, staff is recommending no more than one navigable vessel be used for security purposes. This vessel will be located in a strategically designated slip subject to the approval of Commission staff. The security vessel will be required to leave the marina waters at least once every 90 days for a minimum of 6 hours, and the Applicant is required to maintain an annual log to be made available to Commission staff upon request.

Maintenance dredging may occur, as identified in the proposed lease. The dredging is contingent upon the Applicant complying with applicable permits, recommendations, or limitations issued by federal, state, and local governments, and restricts the Applicant from using the dredged material for commercial purposes. Dredged material will be deposited at U.S. Army Corps of Engineers-approved disposal sites or at approved beneficial upland use sites. The dredging is consistent with the common law Public Trust Doctrine because it is intended to facilitate water-dependent recreation and navigation. The dredging will maintain a navigable depth for recreational boating in Suisun Slough.

The proposed lease includes certain provisions and BMPs intended to protect the public use of the proposed lease area, including a limited lease term of 20 years. The facilities have existed for many years at this location; they do not significantly alter the land, they do not permanently alienate the State's fee simple interest in the underlying land, and they do not permanently impair public rights. Upon

termination of the lease, the lessee may be required to remove all improvements and restore the lease premises to their original condition. Furthermore, the lease requires that the lessee insure the lease premises and a performance surety in the amount of \$100,000. The lease also requires the payment of annual rent to compensate the people of the State for the occupation of the public land involved.

CLIMATE CHANGE:

Climate change impacts, including sea level rise, more frequent and intense storm events, and increased flooding and erosion, affect both open coastal areas and inland waterways in California. The facilities are located on the Suisun Slough, in a tidally influenced site vulnerable to flooding at current sea levels and at a higher risk of flood exposure given projected scenarios of sea level rise.

The California Ocean Protection Council updated the *State of California Sea-Level Rise Guidance* in 2018 to provide a synthesis of the best available science on sea level rise projections and rates. Commission staff evaluated the “high emissions,” “medium-high risk aversion” scenario to apply a conservative approach based on both current emission trajectories and the lease location and structures. The San Francisco tide gauge was used for the projected sea level rise scenario for the region as listed in Table 1.

Table 1. Projected Sea Level Rise for San Francisco

Year	Projection (feet)
2030	0.8
2040	1.3
2050	1.9
2100	6.9

Source: Table 13, State of California Sea Level Rise Guidance: 2018 Update

Note: Projections are with respect to a 1991 to 2009 baseline.

This effect could increase Suisun Slough’s inundation levels within the lease area. In addition, as stated in [Safeguarding California Plan: 2018 Update](#) (California Natural Resources Agency 2018), climate change is projected to increase the frequency and severity of natural disasters related to flooding, fire, drought, extreme heat, and storms (especially when coupled with sea level rise). In rivers and tidally influenced waterways, more frequent and powerful storms can result in increased flooding conditions and damage from storm-created debris as well as decreased bank stability and structure. Conversely, climate change-induced droughts could decrease river levels and flow for extended periods of time. Climate change and sea level rise will further influence riverine areas by changing erosion and

sedimentation rates. Flooding and storm flow, as well as runoff, will likely increase scour and decrease bank stability at a faster rate.

The floating docks and ramps are adaptable to higher water levels allowing them to rise and fall with storms and droughts and increasing their resiliency to some climate change impacts but may require more frequent maintenance or replacement to ensure continued function during and after storm seasons and to avoid dislodgement of the facilities. However, the pilings and bank protection are fixed and therefore more vulnerable to sea level rise and more frequent flood events. These structures may need additional fortification or repair and maintenance to ensure they do not become dislodged or degraded, as they could pose risks to public safety and navigation.

Regular maintenance, as referenced in the lease, may reduce the likelihood of severe structural degradation. Pursuant to the proposed lease, the Applicant acknowledges that the lease premises and adjacent upland are located in an area that may be subject to the effects of climate change, including sea level rise.

ENVIRONMENTAL JUSTICE:

Staff reviewed environmental justice data that indicated high pollution burdens to the surrounding communities. These burdens may result in impacts to health such as asthma and cardiovascular disease. In addition, the same data showed threats to drinking water, groundwater threats, and impaired water. As part of an environmental justice outreach and engagement effort, staff contacted environmental justice organizations in Solano County on January 4, 2023, providing notification of the proposed lease and requesting input. The letters included a brief description of the project and conveyed a desire to learn from the perspectives of the local community. No responses to the outreach letters have been received.

CONCLUSION:

For all the reasons stated above, staff believes that issuance of the proposed lease will not substantially impair the public rights to navigation and fishing; or substantially interfere with the Public Trust needs and values at this location, at this time, and for the foreseeable term of the proposed lease; is consistent with the Public Trust Doctrine; and is in the best interests of the State.

OTHER PERTINENT INFORMATION:

1. Approval or denial of the application is a discretionary action by the Commission. Each time the Commission approves or rejects a use of sovereign land, it exercises legislatively delegated authority and responsibility as trustee of

the State's Public Trust lands as authorized by law. The lessee has no right to a new lease or to renewal of any previous lease.

2. This action is consistent with the "Meeting Evolving Public Trust Needs," Prioritizing Social, Economic, and Environmental Justice," and "Leading Climate Activism" Strategic Focus Area of the Commission's 2021-2025 Strategic Plan.
3. Staff recommends that the Commission find that this activity is exempt from the requirements of the California Environmental Quality Act (CEQA) as a categorically exempt project. The project is exempt under Class 1, Existing Facilities; California Code of Regulations, title 2, section 2905, subdivision (a)(2).

Authority: Public Resources Code section 21084 and California Code of Regulations, title 14, section 15300 and California Code of Regulations, title 2, section 2905.

EXHIBITS:

- A. Land Description
- B. Site and Location Map
- C. Best Management Practices for Marina Owners/Operators
- D. Best Management Practices for Berth Holders/Guest Dock Users/Boaters

RECOMMENDED ACTION:

It is recommended that the Commission:

CEQA FINDING:

Find that the activity is exempt from the requirements of CEQA pursuant to California Code of Regulations, title 14, section 15061 as a categorically exempt project, Class 1, Existing Facilities; California Code of Regulations, title 2, section 2905, subdivision (a)(2).

PUBLIC TRUST AND STATE'S BEST INTERESTS:

Find that the proposed lease will not substantially impair the public rights to navigation and fishing or substantially interfere with the Public Trust needs and values at this location, at this time, and for the foreseeable term of the lease; is consistent with the Public Trust Doctrine; and is in the best interests of the State.

AUTHORIZATION:

1. Authorize acceptance of compensation from the Applicant in the amount of \$8,667 for the unauthorized occupation of state sovereign land for the period of May 1, 2022 to February 27, 2023.
2. Authorize issuance of a General Lease – Public Agency Use to the Applicant beginning February 28, 2023, for a term of 20 years, for the continued use, maintenance, and operation of an existing commercial marina known as Suisun City Marina, consisting of a portion of 150 uncovered berths, accommodation dock, promenade, bank protection, and maintenance dredging previously authorized; and use, maintenance, and operation of 10 uncovered berths and walkway not previously authorized, as described in Exhibit A and shown on Exhibit B (for reference purposes only) attached and by this reference made a part hereof; annual rent in the amount of \$10,475, with an annual Consumer Price Index adjustment and the State reserving the right to fix a different rent periodically during the lease term, as provided for in the lease; and liability insurance in an amount no less than \$3,000,000 per occurrence; and a surety in the amount of no less than \$100,000 or a different amount based on an estimate of the costs of full removal of the improvements as specified in the lease to the sole satisfaction of the Executive Officer or her designee.

EXHIBIT A

LEASE 7625

LAND DESCRIPTION

Three (3) parcels of tide and submerged land, whether filled or unfilled, lying in the bed of Suisun Slough, Suisun City, Solano County, State of California, being more particularly described as follows:

PARCEL 1 – West Side of Channel Site

BEGINNING at the point of intersection of the easterly line of Kellogg Street and the northerly line of Morgan Street; thence Northerly, 140 feet more or less along the projection of the easterly line of Kellogg Street to a point of intersection with the projection of the northerly line of Parcel A as shown on the map entitled "Parcel Map, Division of Land into 2 Parcels, All of lots 3,7,8,9, and a Portion of Lots 2 and 6, Block 15, City of Suisun City" filed on June 21, 1971 in the Office of the County Recorder of Solano County in Book 5 of PM, page 28; thence at a right angle Easterly, 95 feet along the projection of the northerly line of said parcel' thence at a right angle Northerly, 130 feet more or less to a point of intersection with the northerly line of Parcel B as shown on the map entitled "Division of Block 14 and a portion of the Northwest One-Quarter of Section 36, T5N, R2W, MDM, City of Suisun, Solano County, California" filed on October 27, 1969 in the Office of the County Recorder of Solano County in Book 3 of PM, page 82; thence at a right angle Easterly, 25 feet; thence at a right angle Northerly, 149 feet more or less to a point of intersection with a line that is the easterly projection of the northerly line of Solano Street to a point hereafter referred to as "**POINT A**"; thence Easterly, 82 feet more or less along a line perpendicular to the centerline of the authorized Federal Channel in Suisun Slough, to a line parallel with and 75 feet westerly of the centerline of said channel, thence at a right angle Southerly along said parallel line 1,540 feet more or less to a point of intersection with a line that is the easterly projection of the centerline of Walnut Street; thence Westerly, 97 feet more or less along a line bearing S 72°23' W to a point of intersection with a line 52 feet south of and parallel with the easterly projection of the centerline of Walnut Street; thence Westerly along said parallel line, 440 feet more or less to the easterly line of Kellogg Street to the southwest corner of the land of Hunter Boat Company as per deed filed in Office of the County Recorder of Solano County, in Book 172, page 462; thence Easterly along the southerly line of said land, 375 feet; thence N 12°00'W, 960 feet more or less to a point of intersection with the northerly line of Parcel C as shown on the map entitled "Division of Block 14 and a portion of the Northwest One-Quarter of Section 36, T5N, R2W, MDM, City of Suisun, Solano County, California" filed on October 27, 1969 in the Office of the County Recorder of Solano County in Book 3 of PM, page 82, thence Westerly along the northerly line of said Parcel c, 170 feet more or less to a point of intersection with the easterly line of Kellogg Street; thence Northerly, 40 feet more or less along the easterly line of Kellogg Street to the point of beginning.

EXCEPTING THEREFROM any portion lying landward of the ordinary high water mark of the westerly bank of Suisun Slough.

PARCEL 2– City Hall Site

COMMENCING at the northwest corner of Parcel 1 as shown on the map entitled "Record of Survey of the Lands of the Fairfield Suisun Sewer District as described in those Grant Deeds Book 1301 OR Page 433, Book 1976 OR Page 67116 and Book 695 OR Pages 39 and 43 Official Records of Solano County" filed June 28, 1984 in the Office of the County Recorder of Solano County in Book 17 R/S Page 14; thence Easterly 115.00 feet along the northerly line of said Parcel 1 to a point which is the TRUE POINT OF BEGINNING of this description; thence due South, 240 feet more or less to a point of intersection with southerly line of said Parcel 1; thence due West, 135 feet more or less to a line that is parallel with and 75 feet easterly of the centerline of the authorized Federal Channel in Suisun Slough; thence Northerly, 800 feet more or less along said parallel line to a point of intersection with the westerly projection of the southerly line of the Transon Street easement as shown on a Map entitled "A Division of Fairfield Suisun Sewer District Land, being a portion of Section 25 and 36, T5N, R2W, MDM, into three Parcels, City of Suisun City, Solano County", filed August 21, 1974 in the office of the County Recorder of Solano County in Book 8 PM Page 74; thence Easterly, 185 feet more or less along said projection of the southerly line of Transon Street easement to the easterly shoreline of Suisun Slough; thence continuing Easterly, 125 feet along the southerly line of Transon Street easement to a point of intersection with a line that is parallel with and 125 feet west of the westerly line of Cedar Street extension easement as said easement is shown on said Map recorded in Book 8 PM Page 74; thence Southerly, along said parallel line 190.00 feet; thence at right angle Easterly, 103 feet more or less to a point of intersection with the westerly line of Cedar Street extension easement' thence Southerly along said easement line on a curve concave to the left, to the northwesterly corner of Parcel C as shown on said Map recorded in Book 8 PM Page 74; thence S 63°03'03" W along the boundary of said Parcel C, 120.00 feet; thence S 00°37' W, 255 feet more or less to a point of intersection with the northerly line of Parcel 1 as shown on said Map recorded in Book 17 R/S Page 14; thence Westerly along said northerly line, 60 feet more or less to the true point of beginning.

EXCEPTING THEREFROM any portion lying landward of the ordinary high mark of the easterly bank of Suisun Slough.

PARCEL 3– Guest Dock

BEGINNING at the above described "**POINT A**" thence Easterly, 82 feet more or less along a line perpendicular to the centerline of the authorized Federal Channel in Suisun Slough, to a line parallel with and 75 feet westerly of the centerline of said channel; thence N 29°57'26" W, 93.89 feet; thence N 48°37'25" W, 425.44 feet; thence S 41°22'35" W 73 feet more or less to a point on the westerly bank of Suisun Slough; thence approximately meandering along the historic bank of Suisun Slough the following 3 courses:

- 1) N 82°58'46 W, 60.00 feet;
- 2) S 30°12'35" E, 160.00 feet;
- 3) S 65°32'43" E 260.00 feet to a point on the present westerly bank of Suisun Slough;

thence along said bank S 47°12'00" E 101.88 feet to the POINT OF BEGINNING.

EXCEPTING THEREFROM any portion lying landward of the ordinary high water mark of the westerly bank of Suisun Slough.

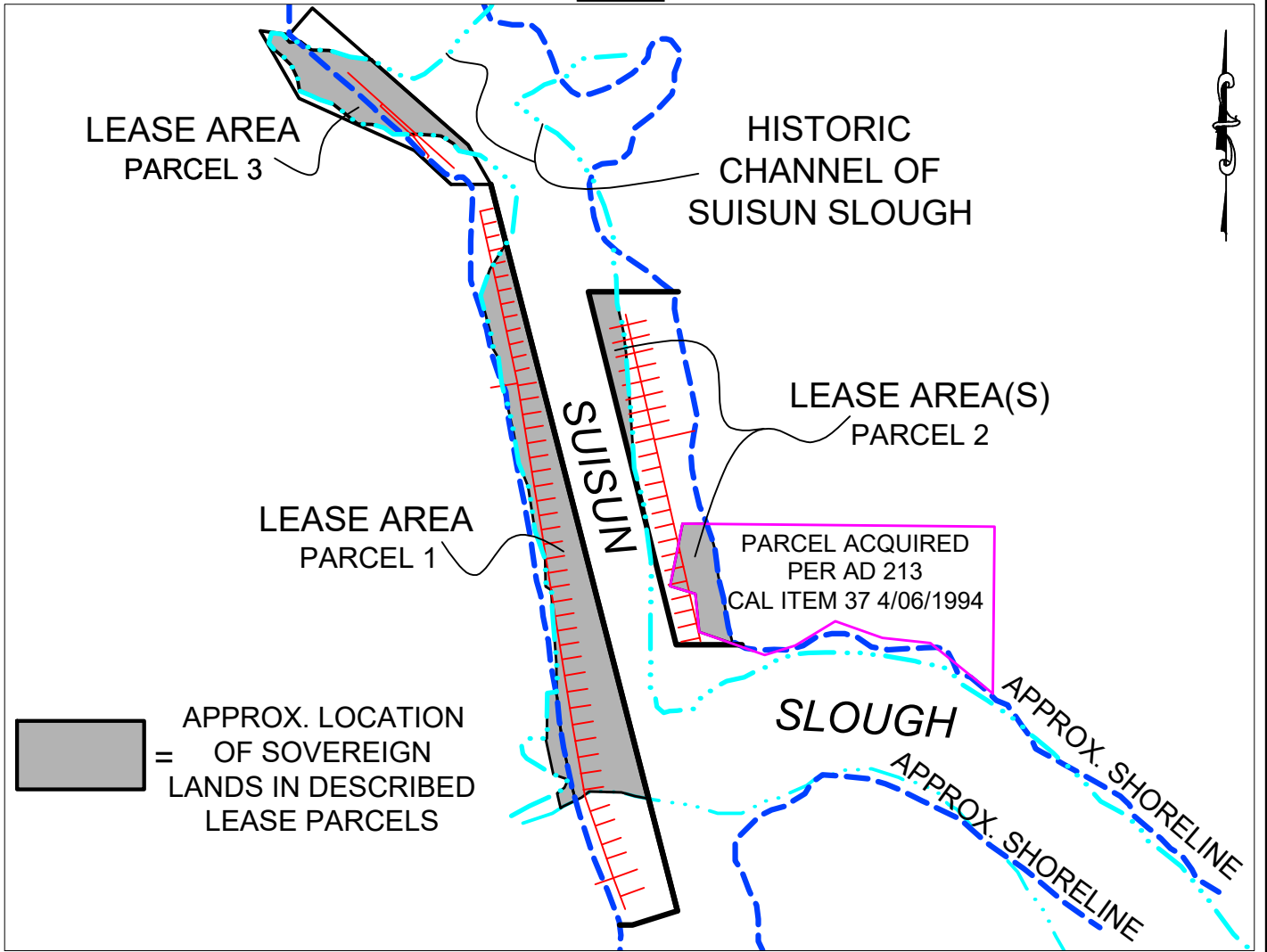
END OF DESCRIPTION

Parcel 3 prepared by the California State Lands Commission Boundary Unit 12/06/2022.
Parcels 1 & 2 based on that original description revised March, 1992 by LLB as found in PRC 7625 file, Calendar Item 21 dated 5/5/92.



NO SCALE

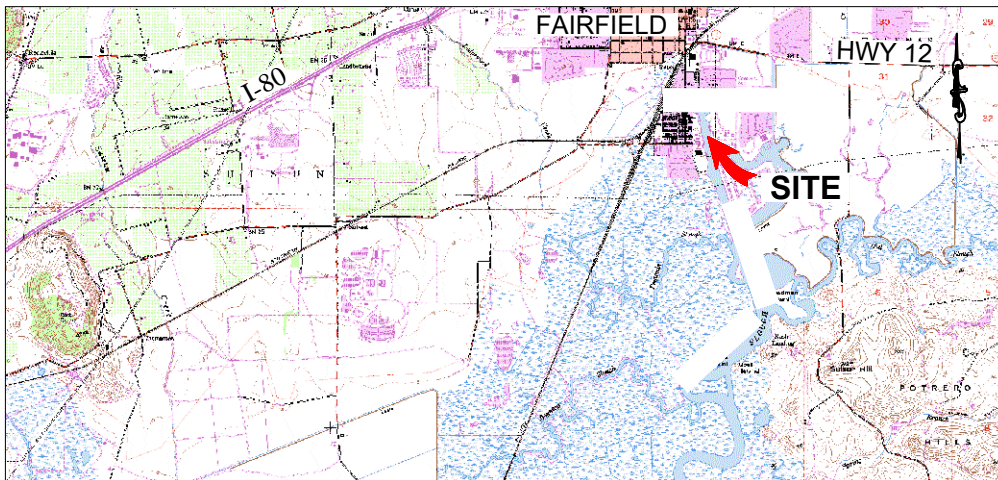
SITE



800 Kellogg Street, Suisun City

NO SCALE

LOCATION



MAP SOURCE: USGS QUAD

Exhibit B

LEASE 7625
 CITY OF SUISUN
 GENERAL LEASE -
 PUBLIC AGENCY USE
 SOLANO COUNTY



MJF 12/06/2022

This Exhibit is solely for purposes of generally defining the lease premises, is based on unverified information provided by the Lessee or other parties and is not intended to be, nor shall it be construed as, a waiver or limitation of any State interest in the subject or any other property.

EXHIBIT C

BEST MANAGEMENT PRACTICES FOR MARINA OWNERS / OPERATORS

Petroleum Management

Instruct staff not to use detergents or emulsifiers on a fuel or oil spill.

Post emergency telephone numbers to report oil or chemical spills in prominent locations at the marina.

Recommend the installation and use of fuel/air separators on air vents or tank stems of inboard fuel tanks to reduce the amount of fuel spilled into surface waters during fueling.

Provide a collection site for used oily pads and used oil or provide information on how and where to dispose of them.

Hazardous Wastes

Have a marina policy to manage hazardous wastes and hazardous materials.

Post a prohibition on the disposal of used oil, antifreeze, paint, solvents, varnishes, and batteries into the dumpster or general collection waste receptacles.

If you provide for hazardous waste collection, manage the wastes in a proper fashion through the use of structurally sound, non-leaking containers, in accordance with all local, state, and federal laws.

In the event of a spill or leak, clean up and dispose of materials promptly and properly and report the spill to all appropriate entities.

If operating a collection facility is not feasible, provide information to your tenants on how and where to dispose their wastes.

Encourage the use of alternative products to hazardous household chemicals. There are many non-toxic or less-toxic products that can be used as alternatives.

Emergencies

Have an updated map of important shut off valves and make sure all employees know the locations.

Keep your list of Emergency Phone Numbers and contact persons updated.

Be sure that all employees are trained in emergency procedures and that they know their responsibilities for each situation as designed in an Emergency Response Plan.

Underwater Boat Hull Cleaning

Require the use of legal hull paints to reduce the possibility of contamination when performing hull cleaning.

Boat Sewage Discharge

If your marina operates a pumpout facility, install adequate signs to identify the station, its location, and hours of operation.

Provide the service at convenient times and at a reasonable cost.

Make the pumpout station user friendly.

Develop and adhere to a regular inspection and maintenance schedule for the pumpout station.

Provide educational information about the pumpout station to boaters.

Inform berth holders of existing local, state, and federal regulations pertaining to the use of Marine Sanitation Devices and the illegal discharge of boat sewage.

Post a list of local pumpout locations in a conspicuous location such as the entrances to the docks.

Solid Waste

Keep litter picked up.

Place trash receptacles and dumpsters in convenient locations for boaters and guests.

Use covered dumpsters and trashcans so they do not fill up with rainwater and do not blow away in heavy winds.

Keep trash enclosures clean and free of debris.

Keep cleanup equipment and materials available.

Inspect trash storage areas regularly.

Dispose of all solid wastes in accordance with local, state, and federal laws and regulations.

Liquid Waste

Train marina employees in oil spill response procedures.

Keep adequate spill response equipment and materials in strategic locations.

Storm Water Runoff

Maintain a Storm Water Pollution Prevention Plan.

Report spills that have entered or have a potential to enter a water body to appropriate agencies.

Provide signage adjacent to any storm drain inlet to discourage illegal dumping of pollutants.

Provide signs adjacent to parking lots that prohibit littering, dumping, and vehicle servicing or washing.

Develop and implement a regular sweeping / cleaning program for hard surface areas.

Reduce or eliminate landscaping and irrigation runoff into the waterway.

EXHIBIT D

BEST MANAGEMENT PRACTICES FOR BERTH HOLDERS / GUEST DOCK USERS / BOATERS

Bilge Water Management

- Keep bilge area as dry as possible.
- Regularly check fittings, fluid lines, engine seals, and gaskets.
- Fix all oil and fuel leaks in a timely manner.
- Do not drain oil into the bilge.
- Fit a drain pan, if feasible, underneath the engine to collect drips and leaks.
- Consider the use of oil-absorbent pads, even in small boats.
- If a bilge contains oil, absorb as much free oil as possible with a pad. Then pump the bilge dry and wipe down the bilge and equipment. If a bilge is severely contaminated, use a pumpout service. Never pull the drain plug on a boat with a bilge full of oil, especially if it is on a launch ramp.
- Dispose of oil-soaked absorbents at a proper facility. Check with the marina operator for guidance.
- Do not use detergents or bilge cleaners unless the bilge can be pumped into an appropriate facility.

Petroleum Containment

- Fill portable fuel containers on land or on the fuel dock to reduce the chance of fuel spills into the water.
- Avoid overfilling fuel tanks and attend the fuel nozzle at all times.
- Perform all major engine maintenance away from surface water. Any maintenance work on an engine must be done in compliance with rules and regulations governing the marina.
- Use petroleum absorption pads while fueling to catch splash back and any drops when the nozzle is transferred back from the boat to the fuel dock.
- Keep engines properly maintained for efficient fuel consumption, clean exhaust, and fuel economy. Follow all manufacturers' specifications.

- Immediately report oil and fuel spills to the marina office and the U.S. Coast Guard National Response Center (Phone # 1-800-424-8802) and other appropriate agencies.

Hazardous Materials

- Hazardous wastes generated by recreational boaters are considered household hazardous waste. Dispose of household hazardous waste in properly marked containers if provided by the marina or at the nearest appropriate site.
- Improper handling of hazardous materials can cause harm to human health and the environment and can result in serious penalties and expensive cleanup costs if contaminations occur.

Vessel Sewage

- Boaters should never pump out any holding tank in waters inside the three nautical mile limit. Always remember that it is illegal to discharge raw sewage from a vessel into U.S. waters.
- Pumpout facilities should be used to dispose of stored waste whenever possible. They are fast, clean, and inexpensive.
- Marine sanitation devices (MSDs) must be maintained to operate properly. Keep your disinfectant tank full, use biodegradable treatment chemicals, and follow the manufacturer's suggested maintenance program.
- Do not dispose of fats, solvents, oils, emulsifiers, disinfectants, paints, poisons, phosphates, diapers, and other similar products in MSDs.
- Whenever possible, use land-based rest rooms rather than onboard ones.

Vessel Cleaning and Maintenance

- Ask your marina manager what types of maintenance projects are allowed in the slip.
- Minimize the use of soaps and detergents by washing your vessel more frequently with plain water.
- Do not use cleaners that contain ingredients such as ammonia, sodium, chlorinated solvents, or lye.

- Use hose nozzles that shut off when released to conserve water and reduce the runoff from boat washing.
- Ventilate your space to prevent the accumulation of flammable or noxious fumes.
- Use eye protection and a respirator when there is the possibility that dust and debris could damage eyes or lungs.
- Remove oil, debris, and clutter from your immediate work area and dispose of properly.
- Avoid spills in the water of all solvents, paints, and varnishes.
- Carefully read labels to ensure the products are used in a manner that is safe and won't harm the environment.
- Use teak cleaners sparingly and avoid spilling them or fiberglass polishers in the water.

Sanding and Painting

- When working in marinas, use designated sanding and painting areas. Check with the marina manager for the location and proper use of these areas.
- Work indoors or under cover whenever wind can potentially blow dust and paint into the open air.
- Where feasible, use environmentally friendly tools, such as vacuum sanders and grinders, to collect and trap dust. Some marinas have this equipment for rent; check with the manager.
- Clean up all debris, trash, sanding dust, and paint chips immediately following any maintenance or repair activity.
- Use a drop cloth beneath the hull to catch sanding dust and paint drops when working over unpaved surfaces.
- When sanding or grinding hulls over a paved surface, vacuuming or sweeping loose paint particles is the preferred cleanup method. Do not hose the debris away.
- Buy paints, varnishes, solvents, and thinners in sizes appropriate for the proposed work to avoid having to dispose of stale products.
- When possible, use water-based paints and solvents.

- Switch to longer lasting, harder, or non-toxic antifouling paint at your next haul out.
- Paints, solvents, and reducers should be mixed far from the water's edge and transferred to work areas in tightly covered containers of 1 gallon or less.
- Keep in mind that solvents and thinners may be used more than once by allowing the solids to settle out and draining the clean product off the top.
- When in doubt about proper disposal practices, check with your marina and/or appropriate government agency.
- Boaters should report any illegal discharge of boat sewage to the marina office or appropriate agency.
- Boaters should use environmentally sensitive cleaning supplies that may end up in your gray water.

Boat Hull Cleaning and Maintenance

- Ensure hull paint is properly applied and maintained to protect the hull from fouling organisms and thus improve your boat's performance.
- Wait 90 days after applying new bottom paint before underwater cleaning.
- Schedule regular hull cleaning and maintenance to reduce the build up of hard marine growth and eliminate the need for hard scrubbing.
- Regularly scheduled gentle cleaning will also increase the effectiveness of the antifouling hull paint and extend its useful life.
- Repair paint bonding problems at haul out to avoid further chipping and flaking of paint in the water.
- Use, or ask your diver to use, non-abrasive scrubbing agents, soft sponges or pieces of carpet to reduce the sloughing of paint and debris.
- Boaters are encouraged to use boat hull cleaning companies and individuals that practice environmentally friendly methods.

Solid Waste

- Do not dump plastic or any other trash into the water.

- Use the dumpsters, trash receptacles, and other approved containers to dispose of garbage and other waste.