



A PUBLICATION OF THE RHODE ISLAND MARINE TRADES ASSOCIATION

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Founded in 1964

Ethanol is Here in Marina Gasoline Now

Article submitted by  **VOLTA OIL**
TOTAL SERVICE YOU CAN TRUST

Due to the Federal Energy Policy Act of 2005 all fueling locations, including all marina gasoline sold in this area, is changing from MTBE blended gasoline to 10% ethanol blended gasoline on or before June 1, 2006. Ethanol serves as an octane booster in blended gasoline and has been used successfully at marinas in the Midwest for the past 10 years. Last year California, Connecticut, and the New York City area were converted to ethanol with only a few reported problems because marinas and boaters were prepared for the change. Volta Oil and ValvTect want to give you some important tips to make the transition uneventful and less costly for the boater.

Please do not rely on this article as your sole source of information. Do your own research too. Your engine or fuel tank manufacturer and credible internet sites can serve as additional resources. This change in specifications applies only to all gasoline and does not apply to diesel fuel.

Phase Separation

The ethanol contained in the new formulation of gasoline attracts water. Boat tanks containing more than 0.35% water are at risk of the ethanol to drop out and separate into an alcohol/water layer at the bottom of the tank. The fuel's top layer then contains no ethanol and therefore carries a substantially lower octane level than posted. Consequently engines are not able to burn the lower octane fuel or the alcohol/water mixture, so the fuel will need to be disposed of. In order to avoid phase separation, we suggest that all boaters make certain there is no water in their boat tanks before fueling. Refuel only when the gasoline level is less than ¼ tank, especially during the first and second fills after June 1, 2006. If a boat is to be stored for longer than 60 to 90 days, it is recommended that you fill the tank to avoid moisture buildup using ValvTect Marine Gasoline, which is supplied by Volta Oil and designed to reduce fuel instability. Alternatively, aftermarket fuel stabilizers can also be used.

Fiberglass Fuel Tanks

Gasoline containing 10% ethanol has been documented to undergo a chemical reaction with the resins used in pre-1988 fiberglass fuel tanks. This can result in a deterioration of tank walls and, in extreme cases, leakage with the risk of causing an explosion. In addition, the resin absorbed in the fuel can possibly create a tar like substance which may stick intake valves and bend push rods. This may result in a destroyed engine and continue to be a risk until the contaminated fuel and tank has been replaced. It is **STRONGLY** recommended that each boater contact their manufacturer to make sure the fuel tank is compliant with ethanol fuel. Older

Bertram, Tripp Angler, and Hatteras are some of the boat manufacturers that used these fiberglass fuel tanks and have had documented problems.

Solvent Characteristics of Ethanol-Suspends Rust Particles in the Gasoline

Ethanol acts as a solvent which will breakdown any deposits and sediment buildup currently in your fuel tank or fuel system. Most marinas have taken precautions to have their fuel tanks cleaned prior to taking their first load of ethanol gasoline. All marinas were advised to pump out any water at the bottom of their tanks. ValvTect Marine Gasoline is dispensed through special filters to prevent particulates and ethanol/Water mixtures from being pumped from the marina into your boat. We recommend that boaters carry additional fuel filters and tools needed for replacing in the event a filter clogs with the floating debris. In addition, it is advised to upgrade current 30 micron filters to the new 10 micron finer mesh filters. A ten micron filter will trap more debris and may prevent phase separated fuel from entering the engine. Check with your marine dealer or engine manufacturer to be sure the fuel filter is suitable for 10% ethanol Gasoline.

Rubber Components

Engines and their fuel handling systems manufactured over 10 years ago may be susceptible to ethanol damage. This may cause fuel lines and pump diaphragms to deteriorate over time and leak gasoline. We suggest that all rubber components exposed to fuel on both new and older boats be inspected on a yearly basis and replaced immediately if necessary by an experienced mechanic.

Octane Quality

Follow your marine engine manufacturer recommendations for minimum octane levels. Use ValvTect Marine Gasoline with Octane Performance Improver to provide the best possible performance and protection against engine damage. We encourage boaters not to attempt using lower octane levels than they have in the past until this summer's ethanol conversion process is complete.

We encourage you to further research this topic through your marinas, marine engine builders, boat/tank manufacturers, Boat U.S., boating magazines, trade associations, and major fuel supplier websites.

Have a happy and safe boating season!!

Ethanol is here

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Due to the Federal Energy Policy Act of 2005 our suppliers changed from MTBE blended gasoline to ethanol blended gasoline on May 1, 2006. Ethanol blended gasoline has been used successfully in the Midwest, California, Connecticut, and the New York City area. The EPA mandated renewable fuels standards is the primary reason for this change.

It is important to read and follow the ethanol conversion recommendations below for marina fuel dispensing facilities to avoid generating significant problems and added expense.

1. Retail inventories of RFG offered for sale as of June 1, 2006, must be in compliance with summer volatility specifications. After June 1st, commingling of MTBE blended RFG and Ethanol blended RFG is not allowed by EPA regulations.

2. Manually gauge your tanks to check for water bottoms with the new water finding paste compatible with ethanol such as Kolor Kut Modified or Sar Gel before receiving your first delivery of ethanol blended gasoline. Remember to read and follow manufacturer's instructions on proper use of the water detection paste as some of these products are not intended for use with ethanol blended gasoline. Do not depend on your electronic tank gauge system (Veeder-Root) as it will not pick up the smaller amounts of water that can be problematic.
3. Clean out tank and spill buckets of any residue, remove any water bottoms, and replace all pump filters before the first delivery. Repair any equipment which may cause historical water intrusion into your tanks, (i.e. ice build up or rain water collection in tank manholes). Since ethanol blended gasoline will absorb water and residue, (phase separation), failure to remove the residue and water will likely result in a full tank of off specification gasoline that will have to be removed as hazardous waste. The removal of hazardous material is a very costly proposition for the owner.
4. Before receipt of initial delivery install a "phase separation filter" in all pumps. Make sure the tanks are as low on inventory as practical, and then fill the tanks near capacity, when all the steps above have been completed.
5. Shut down dispensers during the initial delivery of ethanol blended gasoline and run a small amount of gasoline through each nozzle to confirm it is clear.
6. Install required pump labels before resuming sales.
7. Check for water bottoms daily after conversion and have water removed at once. Keep spill bucket clean and water free by pumping out and dispose of properly. Do not pull drain plunger as it will contaminate your tank with the spill bucket contents.
8. Monitor and inspect filters regularly after conversion; especially if any dispensers are running slowly. Ethanol will absorb any water or residue in the tank and therefore may clog filters soon after conversion. This is a short term problem during the initial turnover.

Please visit www.ethanolrfa.org, The Renewable Fuels Association website for more information. If you have any specific questions, feel free to contact Volta Oil Company, Inc. at (800) 894-1300 and request ext. 189 for Marcello Santana or ext. 138 for Mark Pyenson.

Regional Environmental Marina Meeting



On March 30th RIMTA member representatives Gerry DiSchino, Mike Keyworth, Ken Kubic and Chris Ruhling participated in the Regional Environmental Marina Meeting at the EPA New England Laboratory in Chelmsford, Massachusetts. In addition to leadership from the New England area Marine Trade Associations, speakers and guests included representatives from the Departments of Environmental Protection, Coastal Zone Management and EPA's Region 1 including Regional EPA Administrator Robert Varney, EPA's Larry Wells and CZM's Robin Lacey.

The Agenda was full and, unfortunately, included limited time for questions and answers. Topics included Assistance and Program Activity for Marinas, Overview of Recent Marina Inspections, National Pollutant Discharge Elimination System Regulation including Identifying Pressure Washing Solutions for Marinas and

Addressing of Boat Paint Material Issues. MMTA joins its fellow MTA's in hoping that this meeting will be the first of many to address the unique challenges facing marinas and boatyards in New England. MMTA will keep you updated on the outcome of this and future meetings.

In the interim, we share some new and old links of interest to marinas and boatyards in the area of environmental education and compliance assistance.

Safety and Health Adds Value

Improving communication with Rhode Island marine trades employers and preventing injuries and illness in marine trades employees are the goals of an alliance among RIMTA, the U.S. Dept. of Labor – OSHA and the RI Dept. of Health, Occupational Health and Safety Consultation Program (RIDOH OSHA Consultation). Nationally, the boat building and repair industry has high injury and illness rates. Improving safety and health in ship and boat building and repair is a national strategic goal for OSHA. Consequently, the Providence OSHA office and RIDOH Consultation Program approached RIMTA last year and proposed that the groups develop a cooperative alliance. OSHA will have an opportunity to educate the marine trade industry; the RIDOH OSHA Consultation will have a forum to encourage employers to use their service and RIMTA members will learn ways to improve their safety and health programs.

The first alliance events, held in January and February, were seminars on health hazards in marine trades sponsored by Beacon Insurance. Attendees provided feedback indicating that they would really appreciate further education on respiratory protection and fall prevention. Another item on their wish list was a CD with sample OSHA-required programs. The alliance will work on meeting these requests.

If you haven't heard--free, confidential occupational health and safety consultation is available to qualifying RIMTA members through the RIDOH OSHA Consultation program. Consultants can visit your facility to provide occupational safety or health assistance, including air or noise monitoring. Call 401-222-2438 to learn more about this program or to schedule a visit.

If any member of RIMTA has a suggestion about ways the alliance can help members, please contact Chris Ruhling at Brewer Yacht Yard (884-0544 or cruhling@byy.com), Jim Gamelin at the RI Dept. of Health, (222-2438 or jimg@doh.state.ri.us) or Maryann Medeiros at OSHA (528-4669 or medeiros.maryann@dol.gov.)



New jobs expected with Alden Yachts' move to larger site

Alden Yachts is moving from Portsmouth, R.I., to the neighboring town of Bristol.

The company will relocate its manufacturing and engineering operations to the former site of Bristol Yachts, said company president David MacFarland, in a phone interview today. The company also has leased space at Bristol Marine, where its sales, service, charter, administrative and brokerage offices will be located.

The new plant will provide additional space, with 30,000 square feet compared to the 26,000 square-foot plant in Portsmouth.

The company's lease in Portsmouth expires at the end of the month. The move is under way, with partially completed boats being transported across Narragansett Bay to the new plant.

MacFarland says he plans to hire between eight and 10 production employees because of an increase in orders. The company makes custom and semi-custom sailboats and motoryachts.

JoAnn W. Goddard
j.goddard@tradeonlytoday.com



Fact Sheet – Boat Donations Support University Programs

Boat Donation Program Celebrates Success

The University of Rhode Island Foundation is a tax-exempt corporation created by a 1957 Act of the Rhode Island General Assembly. The Foundation's mission is to raise public awareness and support for University programs.

One of the Foundation's most successful endeavors is the Boat Donation Program. This program solicits and receives donations of sail and power craft. The Boat Donation Program was established in 1974 and has received and processed just under 1,400 boats to date. The program presently has an inventory in excess of \$1.4 million and an endowment with a market value of \$2.4 million.

Our Success Continues

The Boat Donation Program receives an average of 80 new vessels each year. While the majority of the donated boats originate in New England, the Foundation has received boats from states as distant as Florida and Michigan.

Donated vessels suitable for use in URI marine-related programs such as fisheries, oceanography or sailing are transferred to the appropriate college or department and put into service. When not suitable for use in a University program, the donated boat is sold and the proceeds are used to create endowments and to benefit marine-related programs at the University.

How Boat Donations Support URI Programs

Boat donations benefit URI in two basic ways:

1) Boats suitable for use in URI marine-related programs assist the University in training future generations of fishermen, marine researchers and boating enthusiasts who will help preserve, protect and improve our marine resources. These uses include:

- Research vessels in URI's internationally recognized Graduate School of Oceanography
- Training vessels in the Commercial Fisheries School
- Competitive training and racing craft in the instructional sailing program
- Recreational craft enjoyed by hundreds of students, faculty, and local residents in URI's community sailing programs

2) Boats suitable for resale are used to create endowments and to provide operating funds. The donor of the boat may specify that the proceeds be used to benefit a particular University program or department. While many donors choose to support a marine-related program, others have specified music, athletics, pharmacy, physics, chemical engineering and other areas.

When the donor does not specify a particular area, the Foundation uses the sale proceeds at its discretion to benefit a variety of marine-related programs including aquaculture, marine business management, oceanography, commercial fisheries, beach erosion/stabilization, marine science and water pollution.

Benefits of Donating Boats

People donate their boats to the URI Foundation for a variety of reasons, most often because they are no longer using the vessel or because they are moving up to a larger craft. Selling a boat can be a time-consuming, costly process; whereas donating the boat to URI is quick and easy. Donors also cite the satisfaction of knowing their boat is in good hands and will benefit deserving students and programs. A number of boat owners have donated and purchased a series of vessels through the program, moving up to a larger boat as their family grows.

The URI Foundation is approved by the IRS as a nonprofit educational foundation. Boat donations are fully deductible in accordance with established tax regulations. When the vessel is sold, the URI Foundation will provide you with a contemporaneously written acknowledgement letter stating the amount of the sale along with other IRS required statements and information within 30 days.

Donations Come in All Sizes and Types of Boats

Over the years, the Boat Donation Program has received a wide variety of both sail and power craft ranging in size from dinghies to ocean racers.

The decision to accept any vessel is made on a case-by-case appraisal of its condition, its suitability for URI marine programs, and its resale ability. The Foundation does not undertake repairs or modifications to donated craft. Therefore, the boat must be in good condition to be accepted.

Once a boat is donated, the Foundation arranges for transportation to the Bay Campus facility. There, all valuable equipment is removed to a storage facility. During the winter months, the vessel is covered in accordance with "professional" yard storage procedures. All donated craft are insured by the Foundation.

The most noteworthy boat donation occurred in July 1985 when a Florida owner gave the Foundation a 76-foot luxury yacht valued at over \$1 million. The vessel was intended for use in the fisheries program and was being brought to Rhode Island by a professional crew when an electrical short caused a devastating fire. The four-person crew was rescued uninjured from a life raft, but the ship was destroyed and sunk by the Coast Guard. The yacht was insured by Lloyd's of London with the URI Foundation as the sole benefactor of the insurance policy.

Perhaps the most important contribution to the success of the Foundation's Boat Donation Program is the testimony from satisfied donors and buyers who have spread the news that the URI program is highly ethical and effective. The professionalism of the Foundation's program has made it a model for similar programs at educational institutions across the country.

A History of Steady Growth

The URI Boat Donation Program originated within the URI Development office in 1974. The idea was inspired by the parent of one of the development office staff who passed on a pamphlet outlining an existing program run by a university in Florida.

At the time, few educational institutions had an official boat donation program and the founders felt the concept was especially appropriate for the University of Rhode Island. URI is one of the original four National Sea Grant Universities established by Congress in 1966 and is internationally known for its programs in oceanographic research and marine sciences. URI's status as a Sea Grant institution enables gifts of boats to qualify as tax-deductible donations according to federal tax regulations.

Visit the boatyard at the URI Narragansett Bay Campus or at our "Open House" on Saturday, June 10th from 8:00 to 12:00

URI FOUNDATION BOAT DONATION PROGRAM

Want to Buy? Want to Donate?

We're the place to visit all year round!

Nat Nazareth, Boat Program Chairman

and Craig Parkhurst, Boat Manager

For more information and

boatyard hours call

401-874-5273 or

visit our website at

www.urifoundation.org



15th Annual Wooden Boat Show August 25 – 27, 2006 Newport Yachting Center

Attend the Annual Wooden Boat Show and savor traditional classics and contemporary wooden boats of every type: cruising yachts, launches, runabouts, fishing boats, performance powerboats, daysailers, dinghies, rowboats, canoes, performance shells, and racing boats of all kinds. Some represent centuries of evolution and traditional application while others have been developed to take advantage of today's technologies in adhesives and coatings. Large

and small; old and new; power, sail, oar and paddle, will all be on display at the Newport Yachting Center in Newport, Rhode Island.

Gather with friends of the Wooden Boat family from all corners of the earth. Learn everything you ever wanted to know about wooden boats from our great exhibitor displays and ongoing live demonstrations. Share your

passion with your family on classic boat rides around the harbor. Enjoy boarding beautiful boats crafted with great pride. Watch your kids catch wooden boat fever as they create their own model boats. Swap stories with wooden boat craftsmen, designers, builders, and owners. Fit out your wooden boat with the latest offerings in traditional and modern gear.

"The wonder of wood is that it seems to insist upon grace and beauty in boats which are built from it."

Jon Wilson, Founder of WoodenBoat Magazine

Located in the heart of picturesque Newport Harbor in downtown Newport, the Newport Yachting Center is the waterfront location of choice for gatherings for all sizes. While at the show you will enjoy ocean breezes and fantastic sunsets just steps from Newport's fabulous restaurants, shops, beaches, and world-renowned mansions.

Click around this site to learn more about this exciting show and check back often for updates on our acclaimed seminar series, information about our exhibitors, special advance ticket offers, additional new activities, and more!

Don't miss the 2006 WoodenBoat Show taking place in *The Yachting Capital of the World* on August 25 - 27, 2006.

The world of WoodenBoat isn't about yesterday or today or tomorrow, it is forever, with a dedication to craftsmanship that shall endure.

The WoodenBoat Show is your once-a-year opportunity to upgrade your current wooden boat or purchase a brand new one.

For more information about attending or exhibiting at the WoodenBoat Show please contact:
jackie@woodenboat.com or call 207 359-4651

Governor's Bay Day

It is time to begin our plans for this year's celebration of Governor's Bay Day, which will be held on Sunday, July 30th. Last year's event was a huge success (in spite of the weather) and we are looking to capture, once again, the fun and excitement you helped us to provide in the past. Please let me know if you would like to participate in any of the activities and show the citizens of the State what the Marine Industry is all about. Call or write Lisa at 401.615.5419 or info@rimta.org.

The 2006 venue sites include:

Colt StatePark, Bristol Hourly boat tours
Brenton Point, Newport Ocean themed kite flying
Misquamicut State Beach, Westerly
Roger Wheeler State Beach, Narragansett Sandcastle Competition
Scarborough Beach, Narragansett
Goddard Memorial Park, Warwick Complimentary Neighborhood BBQ
Fort Wetherall, Jamestown Site clean up

National Marina Day

In 1928, the word "marina" was used, for the very first time, by the National Association of Engine and Boat Manufacturers to define a recreational boating facility. Since then, marinas have become an integral part not only of American recreation, but also American life. National Marina Day 2006 celebrates not only the rich history of the marina industry, but its bright future as well.

Mission and Method

The goal of National Marina Day is the education of politicians, civic leaders and the public about the important role the marina industry plays in cities and towns across the nation as family-friendly gateways to boating and stewards of the environment.

This goal is achieved through the promotion of nationwide marina focused events with local flavor that educate politicians, civic leaders, and the public about the value of the marina industry to cities and towns across America. Make plans today to support this mission by planning a National Marina Day event at your facility.

National Marina Day 2006

The fifth annual National Marina Day celebration is this year being chaired by Bill Anderson, President of Westrec Marinas. National Marina Day 2006, which is being observed on August 12, focuses specifically on two central themes: the important role marinas play as safe, family-friendly gateways to boating, and the invaluable service marina operators and owners perform as stewards of the environment.

National Marina Day offers the unique opportunity to educate local politicians about the tremendous positive impact marinas have on cities and towns across the country. In 2006, AMI encourages all participating marinas to host tours of their facilities for their local elected officials.

A marina tour is a win-win situation: local officials get to meet their constituents while they are looking for votes and marina operators get to showcase the value of their facility to the community, as well as shine a spotlight on their businesses' interests and concerns. By 'putting a face' on the marina industry, a facility tour prompts local elected officials and policy makers to listen more attentively to your needs and hear, more clearly, your opinions in the future.

How Do I Get Involved?

The first step you need to take to begin planning your National Marina Day observance is to decide what type of event you will hold to honor this third annual celebration. Remember that National Marina Day is only celebrated once a year, so be creative!

Choose an event that will work best at your marina. If your facility has an annual Customer Appreciation Day or Marina Picnic, consider moving those events to August 13 and branding them National Marina Day celebrations. Alternatively, consider having a stand alone National Marina Day event. Options for such a celebration include, but are not limited to:

- Tours of your facility for local elected officials
- Environmental demonstrations
- charity fundraisers
- youth centered events

- new boat demos
- fishing rodeos
- boating safety demonstrations
- marina open houses
- speeches in support of boating and marinas by local candidates for office and public officials
- a Discover Boating event
- a marina rendezvous

However, don't be limited by these suggestions. Think outside the box. Be creative. Most of all show your pride, not only in your company, but also in your industry!

In mid-April, AMI posted on this website the 2006 National Marina Day Resource Kits, which will assist you in your effort to publicize your facility's event and highlight the important role your business plays within your community as a safe, family-friendly gateway to boating and as a steward of the environment. These materials will help you discuss a variety of marina issues with your community and educate the general public and local and elected officials about the value of your facility to your community. For additional information, contact Manager of Administration and Event Planning Patrece Levermore at 202-737-9775, plevmore@marinaassociation.org.

RIMTA Members participate in the 2006 RI Saltwater Angler Show



Recreational Fishing Alliance REMINDS ANGLERS TO CHECK FOR NEW SUMMER FLOUNDER REGULATIONS

RFA urges East Coast anglers to check their state's summer flounder regulations for the 2006 season. Several states have modified seasons, bag limits, and size limits or a combination of all three. "With summer flounder expected to return to near-shore waters and bays in the near future, all anglers should make themselves aware of any changes in the regulations," said John Depersenaire, Fisheries Researcher for the RFA.



River Herring now illegal to possess

Emergency action prohibits possession in fresh & salt water

We knew it was coming. Biologists have been telling us for the past couple of years that river herring stocks were dropping. At a public workshop conducted by DEM in February, we learned that the decline was worse than everyone knew. When Massachusetts closed its herring runs, joining Connecticut in a total closure, it only made sense for Rhode Island to preserve what was left of its herring stocks. The increased pressure that would result from people who came from neighboring states would destroy the fragile runs that were barely holding on to shrinking populations.

New regulations were drafted for both fresh and marine waters that would prohibit the possession of river herring in *ALL* Rhode Island waters. Then, on March 13, a public hearing was held for both versions. It was a sure bet that the law would be immediately put into law for fresh waters, but before it could take place in salt water, the law required that the R.I. Marine Fisheries Council approve and recommend the proposal. A meeting of the RIMFC was to immediately follow the hearing, but lack of a quorum prohibited the meeting from taking place. Using emergency powers granted by law, DEM Director W. Michael Sullivan has put the marine prohibition into place until the next meeting of the Fisheries Council (April 3) when they would take the vote. The RIMFC will surely pass this also, since Council members George Allen, Dave Preble, Steve Parente and Steve Medeiros have all stated that they are in favor of the closure. The fresh water prohibition also will take effect immediately.

The new freshwater regulation reads: No person shall land, catch, take, or attempt to catch or take any alewives, *Alosa pseudoharengus* or blueback herring *Alosa aestivalis*, from any fresh waters of the State of Rhode Island. Possession of any alewife or blueback herring at any time is prohibited and shall be evidence that said herring was taken in violation of this section. The marine regulations would be the same as with fresh water. DEM biologists showed just how drastic the decline was when they presented a graph that showed the run sizes of Gilbert Stuart and Nonquit. The Gilbert Stuart run went from a count of 280,000 fish in 2000 to 8,000 fish in 2005. At the public hearing on March 13, Steve Medeiros, representing RISAA, stated: The R.I. Saltwater Anglers Association supports the proposed closures, but in addition, we request: 1. That an annual stock status report be provided to the public by the RIDEM; 2. That during the closure period, RIDEM assemble a stakeholder group, comprised of organizations such as the Rhode Island Saltwater Anglers Associations, Save the Bay and the Buckeye Brook Coalition, which will work with DEM staff to restore and improve the herring runs in the state.

- Steve Medeiros, President, RISWA



Don't forget, RIMTA Member meetings are held on the first Monday of each month except for the Summer. Next Meeting dates are: March 6, April 3, May 1, September TBA, October 2, November 6, and December 4. Always check you email approximately two weeks prior to the Meeting for the date, time, location and agenda.

Welcome Aboard!

RIMTA would like to welcome: Vetter & White, Attorneys at Law, John W. Furrh Associates, TidePoole Marine, LLC, East Greenwich Marina, Just Service, LLC, Hydro Engineering, and Shelter Cove Marina as new members to RIMTA.

Newsletter Advertising

Would you like to feature your company or product in the RIMTA Newsletter? The Newsletter is sent by email to over 250 companies throughout the United States and posted on the RIMTA web site. Contact Lisa A.

DiRaimo at info@rimta.org, for more information.

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