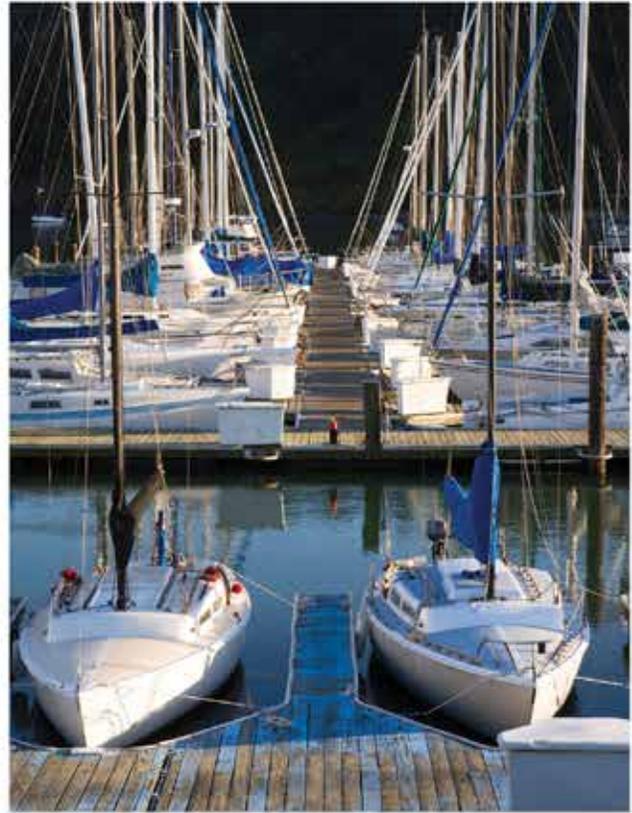


Pier Press

September 2015



Looking Ahead

Message from the President, Don McCann

For those who have not seen the most recent issue of Soundings Trade Only, the introductory article refers to some comments made by Tom Dammerich, president of NMMA at the opening of IBEX. In the article Mr. Dammerich states “I am very confident when we are done calculating the numbers for 2015 we’ll be back to that previous high or above that previous high of 2006,” he said. “So I tell people — and have been telling people all year: We’re back!” New-boat sales were calculated as being up 7 to 8 percent on a rolling 12-month basis,” said Dammerich, who anticipates that kind of growth will continue. I truly hope that those comments reflect what is happening across the commonwealth. If you would like to hear more of what Mr. Dammerich has to say, please attend our conference in November, he will be one of our highlighted speakers.

As an update to previous comments regarding our partnership with Virginia Tourism, I met with Staci Martin, a development specialist to express our desire to promote boating in Virginia. I explained how I was rankled by the fact that Maryland seemed to command all of the attention when it came to recreational boating in the Chesapeake Bay. While we are all citizens of the Bay, I still feel that Virginia could do a much better job promoting the multitude of opportunities available to boaters in our part of the bay. She expressed her sympathies and explained that the corporation is beginning to relax its stringent control of “Virginia is for Lovers” and would help us with a request to alter the logo to so we could promote “Virginia is for Boat Lovers.” That in itself is encouraging, I’ll keep you posted. Staci did request that our membership, particularly those that offer services or amenities to boaters outside the region, please join. It’s free. There is additional information about Staci inside the newsletter. See you in November.

Working Waterfront Exchange Brings Community Together in Maryland

The June 18 Working Waterfront Exchange brought together more than 100 participants from Maryland to celebrate the rich history of Maryland’s working waterfronts. Maryland’s Environmental Finance Center released findings from a six-month business analysis of Cambridge, Maryland’s working waterfront along with other results to be used to develop a sustainable working waterfront program and guidebook.

As part of the exchange, the state Department of Natural Resources Chesapeake & Coastal Service created a video documenting this history. See video [here](#). More information about the work of Maryland’s Working Waterfront Initiative can be found on the Maryland Department of Natural Resources website.

New Website for Chesapeake Bay

“Find Your Chesapeake” is a new tourism website created to help people connect with authentic Chesapeake Bay watershed experiences.

Visitors can use www.FindYourChesapeake.com to find day trips, itineraries, interesting tours, interviews with people in the know, and tips for exploring inland or getting out on the water at National Park Service partner places all around the Chesapeake Bay watershed.

NPS is still fine-tuning the details and making corrections to the location information where needed. Contact Mike Land Michael_land@nps.gov if your site’s information needs to be edited.

Non-Emergency Binder-A Good Idea for Your Business

By Andy Gurkin

We spend so much of our energies trying to make a living, satisfy the customer, bank, employees, vendors, tax man, etc. we often do not have the time and energy to be creative with the “fun” stuff. The things that we thought would sustain us in this business. So, what do you put in this binder?

Sections could include:

“**Good Surprises**”- i.e. possible free media coverage when a manatee comes for a visit for the first time anyone can remember one being this far north. (See attached picture) Without being proactive, one immediately thinks about possible threats to your business. No wake zones, unwanted public traipsing on your docks and other risk/reward scenarios that run through your head. You quietly let nature be. What if a politician wanted a photo op or speech at your location? What if a workable plan were thought through prior to an event?

“**Calendar Events**”- of course National Marina Day, staff birthdays, Shoreline Clean Ups, Boat Shows, Trade Events. At Dandy Haven, we acknowledged our 50th year in business last October with no party, fanfare, etc., just kept plugging along. Where and what amount of time do you spend promoting your industry?

Non-Emergency Binder Continued on Page 3

How you schedule and participate can have long lasting effects for you, your company and the community.

“Communications” How many platforms exist for communication today? Where are our current and future customer’s eyes, ears, dollars? How much time to spend on being engaged? What are the opportunity costs of old versus new? How are they evolving?

“Appreciation” How do you show your employees how much you appreciate their efforts? – Bonus, quarterly lunches, verbal pats on the back? Sometimes this slips under the radar in our busy lives. What do we do when a vendor’s associate goes above and beyond? Do we just thank them, or do we let their boss know how much we appreciate it?

“Mentor”- Do you hire only trained technicians? Or do you have an in house program to select and train from within or work with trade/apprentice schools in the area. Do you donate time, monies or serviceable equipment to such training facilities? These interactions take time and effort on everyone’s part, but might make a career for young person.

These are but a few Tabs in the “fun” Non-Emergency Binder. Hopefully to encourage one to be more mindful in the “non-essential” aspects of their business, but ultimately are more essential for sustained enjoyment and success in any industry.

New Tide Gauge at Fort Monroe

Courtesy USGS

The U.S. Geological Survey, in cooperation with the Fort Monroe Authority, has installed a new tide gauge station at Fort Monroe to help emergency planners protect the shorelines in the Hampton Roads region.

Tide gauges provide real-time water levels and local meteorology data in areas that are susceptible to the effects of storm-tide flooding. The sensors are arranged in long lines perpendicular to the coast to help measure how local topography, natural features and land use can affect flood damage and wave heights.

USGS tide gauges deliver up-to-the-minute data that are critical to the National Weather Service and other partners, like the Navy and Coast Guard, who conduct operations at sea, issue flood warnings, and initiate evacuation orders for communities.

The monitoring station, to be located at the former Navy Pier at Fort Monroe, will provide decision makers long-



A manatee swims at Dandy Haven Marina.

term water level data and real-time warnings of storm surge. The system was funded entirely by federal dollars under the Hurricane Sandy response, which was the main catalyst for making this effort possible.

Hurricane Sandy’s landfall affected many coastlines from the mid-Atlantic and northeastern states, including Virginia. Coastal changes, such as beach erosion, over-wash deposition and island breaching, occurred along the Virginia shoreline.

“Fort Monroe, with its strategic location as a former military base, has a long history of being a point of protection for this region. The placement of the tide gauge at the former Navy Pier will provide valuable information for the protection and preservation of the shoreline,” said Glenn Oder, executive director of the Fort Monroe Authority. “It will also provide strategic information to the mariners, fishermen, and pleasure boat operators as they navigate the Chesapeake Bay.”

Before, during and after hurricanes or tropical storms, the USGS applies earth and ecosystem science to measure the height and intensity of the storm surge. The water level and surge collected provides critical information used to forecast floods, test water quality and determine evacuation routes.

Real-time data is readily accessible through the USGS National Water Information System webpage. Additionally, the USGS WaterAlert service allows the public to receive data via e-mail or text (SMS) messages after subscribing.

Information on all the tide gauges located throughout the Chesapeake Bay region, including the Hampton area, can be accessed through the USGS National Water Information System webpage.

For more than 125 years, the USGS has monitored flow in selected streams and rivers across the United States and does so in cooperation with over 850 federal, state and local agencies.

TRAWLER AND MOTOR VESSEL TECHNICAL TRAINING

THE THIRD IN A SERIES OF 'IN THE BOATYARD' WORKSHOPS

October 3 – 4, 2015



Led by systems expert, technical journalist, lecturer and marine industry consultant [Steve D'Antonio](#), and assisted by ABYC Master Technician and proprietor of Deltaville Boat Yard [Keith Ruse](#), the third Trawler and Motor Vessel Technical Training workshop takes place on Saturday October 3rd and Sunday October 4th, at [Deltaville Boat Yard](#).

The program includes hands-on mechanical and electrical training and demonstrations, in a boat yard shop setting, using an operating diesel engine, fuel system, batteries, and electrical system mock ups, as well as participating vessels' engine rooms.

Additional lectures on weather for mariners, navigation, vessel ownership, and operation will be presented by [Jeff Merrill](#) and [Ralph Naranjo](#). Jeff is an experienced lecturer and author, he operates his own [yacht brokerage firm](#), and he's worked in the marine industry for over three decades.

As a technical editor, lecturer and author of several books, Ralph has been an authoritative voice in the marine industry for over 30 years, he's written for dozens of magazines and was the civilian director of the Naval Academy Sailing program for ten years.

In order to ensure a quality learning environment, class size is limited. Contact the event coordinator Katie for more information or with any questions.



Morning refreshments, lunch and an after-action review and cocktail party will be included, both mornings and evenings.

Location: Deltaville Boat Yard, Deltaville VA
www.deltavilleboatyard.com

Attendance: Limited to 26 people

Fee: \$795 per couple, \$495 per individual.

Contact event coordinator at katie@stevedmarine.com
Please visit our webpage www.stevedmarineconsulting.com/rawler-workshop

Washington, DC Sinking Fast, Adding to Threat of Sea-Level Rise

Courtesy Earth/Earth Sciences

New research led by University of Vermont scientists Paul Bierman and by his former graduate student, Ben DeJong confirms that the land under the Chesapeake Bay is sinking rapidly and projects that Washington, DC, could drop by six or more inches in the next century—adding to the problems of sea-level rise.

The study also shows that this sinking land will continue, unabated, for tens of thousands of years. Credit: Joshua Brown, UVM New research confirms that the land under the Chesapeake Bay is sinking rapidly and projects that Washington, D.C., could drop by six or more inches in the next century—adding to the problems of sea-level rise. This falling land will exacerbate the flooding that the nation's capital faces from rising ocean waters due to a warming climate and melting ice sheets—accelerating the threat to the region's monuments, roads, wildlife refuges, and military installations.

For sixty years, tide gauges have shown that sea level in the Chesapeake is rising at twice the global average rate

and faster than elsewhere on the East Coast. And geologists have hypothesized for several decades that land in this area, pushed up by the weight of a pre-historic ice sheet to the north, has been settling back down since the ice melted.

The new study—based on extensive drilling in the coastal plain of Maryland—confirms this hypothesis, and provides a firm estimate of how quickly this drop is happening. Additionally, the researchers' detailed field data make clear that the land sinking around Washington is not primarily driven by human influence, such as groundwater withdrawals, but instead is a longterm geological process that will continue unabated for tens of thousands of years, independent from human land use or climate change.

The new research was conducted by a team of geologists from the University of Vermont, the U.S. Geological Survey, and other institutions. Washington's woes come from what geologists call "forebulge collapse." During the last ice age, a mile-high North American ice sheet, that stretched as far south as Long Island, N.Y., piled so much weight on the Earth that underlying mantle rock flowed slowly outward, away from the ice. In response, the land surface to the south, under the Chesapeake Bay region, bulged up.

Sea-Level Rise Continued on Page 6



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Then, about 20,000 years ago, the ice sheet began melting away, allowing the forebulge to sink again.

“It’s a bit like sitting on one side of a water bed filled with very thick honey,” explains Ben DeJong, the lead author on the new study, who conducted the research as a doctoral student at UVM’s Rubenstein School of Environment and Natural Resources with support from the U.S. Geological Survey, “then the other side goes up. But when you stand, the bulge comes down again.”

The new research provides the first high-resolution data from the same latitude as Washington, D.C., DeJong said, of how this forebulge has subsided—and will continue to. “Until recently, the age of the thing was really poorly constrained,” he said.

To design the study, DeJong and others drilled seventy boreholes, many up to a hundred feet deep, in and around the Black-

water National Wildlife Refuge, near Washington, on the Chesapeake’s eastern shore. Then he examined layers of sediment in these deep cores, using a suite of techniques to calculate the age of the sand, other rocks, and organic matter in each layer.

Combining this data with high-resolution LiDAR and GPS map data allowed the team—that included scientists from UVM, the US Geological Survey, Utah State University, Berkeley Geochronology Center, and Imperial College, London—to create a detailed 3D portrait of both the current and previous post-glacial geological periods in the Chesapeake, stretching back several million years. This longer view gives the geologists confidence that they have a “bullet-proof” model, DeJong says, showing that the region today is early in a period of land subsidence that will last for millennia.

“Right now is the time to start making preparations,” said DeJong. “Six extra inches of water really matters in this part

Sea-Level Rise Continued on Page 7

SIX-PACK CAPTAIN'S CLASS

Operator of Uninspected Passenger Vessels (OUPV)

DATE: September 10–November 17

TIME: 6:00PM–9:00PM,
Tuesday and Thursday

COST: \$800

LOCATION:

TCC Virginia Beach Campus
Lynnhaven Building, Rm. E151
1700 College Crescent
Virginia Beach, VA 23453

Register NOW @ www.tcc.edu/wd/hrmtp

of the world,” he says—adding urgency to the models of the Intergovernmental Panel on Climate Change that project roughly one to three or more feet of global sea-level rise by 2100 from global warming.

“It’s ironic that the nation’s capital—the place least responsive to the dangers of climate change—is sitting in one of the worst spots it could be in terms of this land subsidence,” said Paul Bierman, a UVM geologist and the senior author on the new paper. “Will the Congress just sit there with their feet getting ever wetter? What’s next, forebulge denial?”

El Niño to Cause More Nuisance Flooding

Courtesy Weather Underground

In the waters of the Eastern Pacific, strong westerly winds have pushed a massive amount of warm water against the coasts of the Americas, resulting in one of the strongest El Niño events ever observed. Not only does El Niño impact atmospheric patterns, changing storm tracks and suppressing Atlantic hurricane frequency, it also typically results in an increase in coastal “nuisance” flooding at high tide along the U.S. West Coast and mid-Atlantic coasts. Nuisance flooding is expensive, causing frequent road closures, overwhelmed storm water systems, and damage to infrastructure. According to a September 9 press release from NOAA, some cities along the mid-Atlantic coast can expect record amounts of “nuisance” flooding at high tide during the coming winter—at Sandy Hook, NJ, Lewes DE, Washington D.C. and Norfolk, VA.

Along the U.S. West Coast, El Niño wind patterns drive ocean currents that pile up water along the coast, raising sea level for many months. Recent satellite data show that ocean levels are elevated by 7 - 18 cm (3 - 7”) along the coast of North America, from California to Mexico. Along the mid-Atlantic coast, atmospheric patterns during El Niño typically favor more and stronger winter storms along the coast that drive a higher frequency of storm surges. Both conditions have historically led to flooding during periods of seasonally high tides in the non-summer months. Along the U.S. West Coast, the nuisance flooding resulting from the El Niño-driven boost to the base water level is not a big deal during high tide—if it’s a nice sunny day. However, the higher base sea level means that if a whopper storm does hit the coast during El Niño, the resulting storm surge could potentially do a lot more damage. Along the mid-At-

lantic coast, the storm surges from El Niño-related extra-tropical storms will not be riding up on top of an elevated base sea level like occurs on the West Coast.

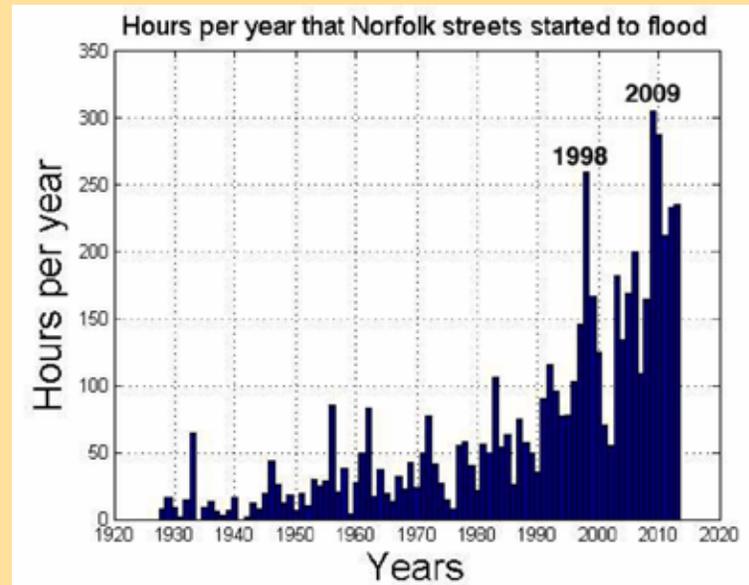


Figure 2. Street flooding in Norfolk, Virginia has increased dramatically in recent years, largely due to global-warming induced sea level rise. However, part of the steep increase in Norfolk’s flooding events may be due to a slowdown of the Atlantic Meridional Overturning Circulation (AMOC) and its upper branch, the Gulf Stream. The top years for flooding in Norfolk, 1998 and 2009, both featured El Niño events, and a series of significant coastal storms (twin major Nor’easters in 1998, and the Veteran’s Day Nor’easter of 2009.) Norfolk experienced eight nuisance flood days during the 2014 meteorological year (May 2014 through April 2015), and the new NOAA report predicts that the city may experience 18 days in meteorological year 2015 (May 2015 - April 2016), due to El Niño—125 percent above average. Image credit: Larry Atkinson.

Critical RBFF Boat Registration Marketing Program Continues to Get Boats Back on the Water

The Recreational Boating & Fishing Foundation (RBFF) today announced that its Boat Registration Marketing Program continues to get lapsed boaters back on the water. Through the 2015 program, over 44,000 boat owners were drawn to re-register their boats, leading to \$1.6 million in revenue for state agencies.

“Not only does this program lead to more revenue for state agencies, further assisting with conservation efforts, it leads

OSHA Compliant Operator Certification

The Virginia Marine Trades Association is proud to partner with Rappahannock Community College and MYMIC Training Technologies to offer OSHA compliant operator certification for operation of industrial forklifts, marine forklifts, self-propelled hydraulic trailers, and Marine Travelifts.

DID YOU KNOW?

- OSHA requires training immediately for all new employees and then a refresher training every three years.
- OSHA also requires a classroom portion of training and a site specific exercise completed by the employee.



VMTA will offer the classroom portion of training on Wednesday, November 11, 2015 at the Deltaville Community Center located at 17147 General Puller Hwy, Deltaville, VA 23043. On site exercises will be scheduled after the classroom session on November 11th and November 12th.

8:30am – 10:15am:
Industrial Forklift and Marine Forklift Classroom Training.*

10:30am – 11:30 am:
Travelift Classroom Training.*

*Cost: \$200 per student for VMTA members.
\$270 per student for non-members.

To register, please contact:

Rappahannock Community College Workforce Center | T: 804-758-6750

directly to more boaters on the water,” said RBFF President and CEO Frank Peterson. “There is no reason why this incredibly valuable and successful program should not be implemented throughout the country to help even more lapsed boaters rediscover the joys of being on the water.”

In all, twenty states participated in the fourth year of the Boat Registration Marketing Program, with more than 522,000 direct mail pieces delivered to owners of lapsed boats. The Boat Registration Marketing Program achieved a strong response rate of 8.9%, well above the U.S. average 4.4% response rate for print direct mail, according to the Direct Marketing Association.

Throughout the four-year history of the nationwide program, over 168,600 boats have been re-registered. This leads directly to \$6.06 million in additional revenue for partnering states and more boaters enjoying our nation’s waterways. RBFF is seeking to expand the program to new partner states to draw even more boaters back into their boats and onto the water.

USFWS Seeking Comments on Pumpout Grants

The U.S. Fish & Wildlife Service, Wildlife & Sport Fish Restoration Program is seeking comments on the Clean Vessel Act (CVA) Grant Program. These are the grants used to purchase pumpout equipment. They are asking you to share knowledge, opinions, experiences, research, and legal/policy implications on a variety of topics of interest related to CVA. This information will then be used to help develop a proposed new rule.

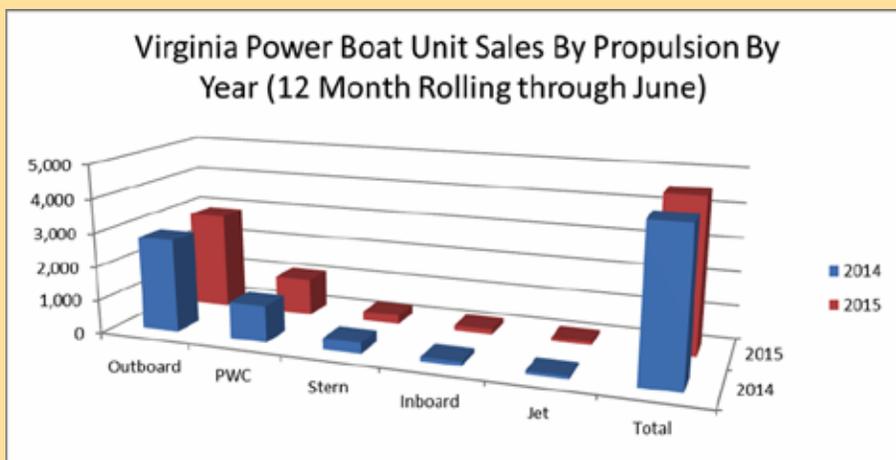
USFWS is seeking responses from a wide range of interest groups, such as boaters, vendors, engineers, harbor masters, parks departments, marina and boater associations, the general public, as well as Federal, State, and local governments. They are specifically looking to learn more about: information on current and future technology that could improve the delivery of grant benefits, legal restrictions or considerations that prevent States from being able to take advantage of all eligible program benefits, and better a better definition of how and to whom program benefits are delivered.

Considerations might include whether the monitoring of waste flow at pumpouts is important or necessary, if floating restrooms should be permitted under the program, are there ways to extend the life of current equipment and are there means to allow for faster grant monies distribution for repairs or replacement, are their local or state laws that hinder pump out installation, are current user fee guidelines sufficient, and what is the current expected life of equipment.

View the information requested here: <http://www.gpo.gov/fdsys/pkg/FR-2015-09-14/pdf/2015-22723.pdf>

Submit your comments here: <http://fawiki.fws.gov/display/CR5C8/Clean+Vessel+Act+Advance+Notice+of+Proposed+Rulemaking>

For more information or for questions, please contact: Lisa_Van_Alstyne@fws.gov.



Unit Sales By Propulsion- Virginia

	2014	2015	% Change
Outboard	2,766	2,885	4.3
PWC	1,081	1,102	2
Stern	325	270	-16.8
Inboard	124	148	19.4
Jet	85	101	18.8
Total	4,381	4,506	2.9

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The Virginia Marine Trades Association (VMTA) is a non-profit trade association organized to promote and support Virginia's recreational marine industry. The members are comprised of dealerships, boatyards, builders, marinas, sales brokers, boating service providers, marine technicians, and individuals. Together, we are committed to the development of the marine industry and the strength of each member business.