

PRESSURE THE PROS



Encourage Clean Marina Practices at Your Boatyard

Most marina operators these days are acutely conscious of federal, state, and local requirements, and strive to meet them—not always with great enthusiasm, but at least to avoid fines and loss of business. But take a look in many marina dumpsters, and you’ll see that although the boatyard workers and your fellow marina dwellers have managed to keep a lot of pollutants out of the water, the stuff is just going to get dumped right into a landfill.

Urge your boatyard operator to set up designated areas for the remnants of solvents and paints, aerosol cans, oil-soaked rags and pads, scrap lumber, dead batteries, and dead electronics.

High-quality canvas winter covers are initially expensive, but pay for themselves over time. While they’re more labor-intensive than having a boat shrinkwrapped, they go a long way toward keeping plastic out of the landfill.

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One of the worst sources of boatyard plastic pollution in recent years has been the now-ubiquitous shrink-wrap boat cover, which works once and then has to be disposed of. Despite the fact that there are recycling programs available for these covers, many are simply stuffed into dumpsters, destined for landfills.

Clean-marina issues, including what to do with all that used shrink wrap, are decided at state level. To see where things stand in your state, check out www.cleanmarinas.noaa.gov.

If a marina operator sidesteps his legal or ethical responsibilities, dealing with the wrap is up to boat owners. Get a Dr. Shrink Recycling Kit (\$25 for one and—boatyard operators note—\$1,100 for 50). The kit contains a clear bag big enough to hold 600 square feet of shrink wrap, instructions on how to remove and pack the material, and a pre-paid UPS return shipping label.

The cover will be sent to the REBAG recycling program of Dr. Shrink, a company that claims to be “The World’s Largest Shrink Wrap Supplier.”

Instead of paying a marina to shrink-wrap your boat for several seasons, consider treating it to a long-lived, high-quality canvas cover over a fitted frame. This especially makes sense if you plan to own your boat for a long time, or it’s a high-value boat with good prospects of resale. A number of sailmakers and canvas shops will fabricate these covers, and patterns already exist for a large number of production boats.