

# NOAA Abandoned Vessel Program Removal Case Study: *F/V Hope*



Contributing Agency: South Carolina Department of Health & Environmental Control

## OVERVIEW

### VESSEL

*Dimensions:* 22' x 42'      *Hull:* Wood  
*Type:* Fishing      *Tonnage:* 14

### SITE

*Name:* Shem Creek Docks  
*Location:* Shem Creek and the Charleston Harbor  
*Coordinates:* 32 47.459'N 79 53.007W  
*Land:*



### INCIDENT & REMOVAL

*Situation:* Sunk at dock  
*Incident Date:* July 2003  
*Total Duration:* 16 months, July '03 – Nov. '04  
*Actual Operations:* 3 Days  
*Cost:* \$8750  
*Funding:* NOAA Office of Response and Restoration  
*Agencies Involved:* S.C. Department of Health and Environmental Control  
Office of Ocean and Coastal Resource Management  
S.C. Department of Natural Resources,  
U.S. Coast Guard, U.S. Army Corps of Engineers  
*Primary Threats:* Public Safety, Navigation

## DETAILS

### VESSEL, HISTORY & INCIDENT

*Vessel ID#:* D261053

The Hope was a wooden hulled fishing vessel that was anchored at Shem Creek docks in Mount Pleasant, SC. The vessel owner was destitute and was no longer capable of maintaining the vessel in an operable condition. The vessel was connected to shore power and bilge pumps had been running continuously to keep her afloat. After a period of neglect and decay, the vessel lost power and the bilge pumps shut off. It is reported that the vessel sank rapidly. The Hope was tied off to the dock, which prevented it from rolling over into the Shem Creek channel. The US Coast Guard initiated an investigation, which ultimately resulted in removal of the diesel fuel onboard but not of the vessel.

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## INCIDENT RESPONSE & SALVAGE OPERATIONS

**Contractor:** Cape Romain Contractors, Inc.  
**Authority:** Section 50-23-135 of the South Carolina Code of Laws, 1976.  
**Permits:** No permit was required to remove the Hope.

Removal of the Hope was part of a larger derelict vessel project in the State of South Carolina, which resulted in dozens of removals. Targets were chosen by reviewing a number of criteria including impacts to the environmental, navigation, recreational use and the local economy (tourism). Legal and/or regulatory authority, public interest, and lack of success through normal enforcement means were also evaluated when determining which marine debris items should be removed. Project managers also decided that removing vessels or debris significantly imbedded in the sediments or in a heavily vegetated marsh area should be avoided because it would cost too much, might require a lengthy permit process and could result in a number of adverse impacts (environment, recreation and tourism). The state used these criteria to assemble a list of targets. It then used a competitive Request for Proposals process to select removal and disposal contractors.

Operations for the Hope began on June 1, 2004 and were completed on June 4, 2004. Cape Romain began by removing the outriggers and other metals, which were segregated and disposed of as scrap. After this they planned on lifting the Hope and sitting her on a barge but when the lift was attempted the Hope showed signs of breaking up so the plan was abandoned. Instead, the Hope was dismantled using a large grapppler device attached to a crane. The contractor used the grapppler to break off portions of the vessel and deposit them in dumpsters sitting on a barge. The repeated this until the Hope was completely removed. A 9310 American Crane mounted on a 50' X 110' X 8' barge was the primary equipment used to accomplish the removal. During the operation the area was fully boomed at all times with salvage personnel working in small boats to pick up small floating debris that resulted from the breaking up and removal of the Hope.

## DISPOSAL OPERATIONS

**Contractor:** Cape Romain Contractors, Inc.

Once the metals were scrapped, two 30' X 120' X 7' barges were used to transport the debris to the Cape Romain Contractors yard. The larger sections were then broken up and all the debris was loaded into dumpsters supplied by Carolina Waste. It was then hauled to the Bees Ferry landfill and disposed of appropriately. The disposal operation took approximately three days.

## LESSONS LEARNED

*Vessel safety and careful public notification and education are critical.*

All precautions should be taken to avoid the possibility of vessel accidents during removal operations, especially when working in close proximity of a heavily traveled channel.

When notifying the media and the public of removal operations, make certain to use language that makes it absolutely clear that vessels and marine debris will be removed only where enforcement remedies are not successful or available. This is necessary to discourage individuals from scuttling their vessels with the expectation that a vessel removal project will dispose of it free of charge.

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## LESSONS LEARNED - CONTINUED

Citizen involvement is important to the marine debris removal effort. To maximize citizen input, you must educate the public about the value of keeping our estuaries and marshes free of sunken vessels and marine debris. The more people understand coastal waterway issues, the more support there will be for these efforts. This is particularly important for the boating public because they will benefit directly and are and should be an important support group for continuing efforts to address this issue.

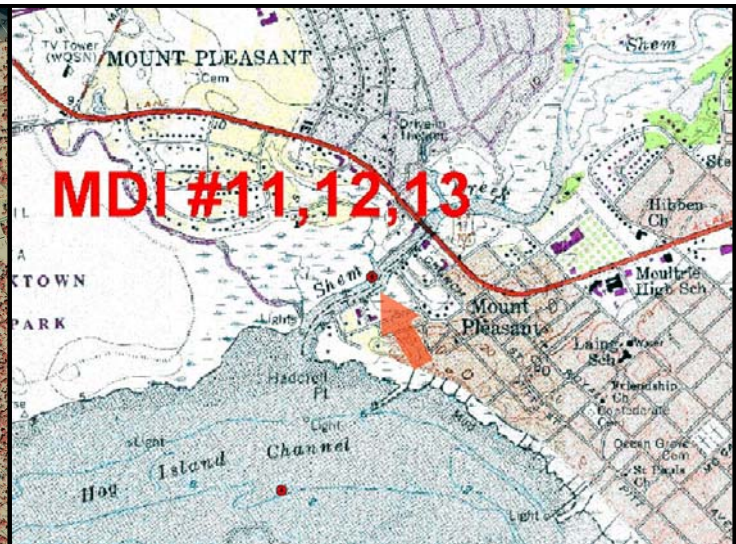
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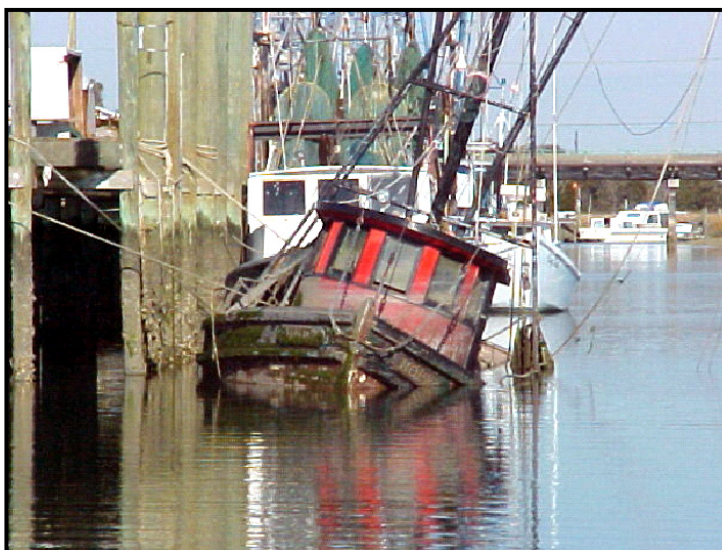
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*Aerial photo of vessel location*



*Location of F/V Hope on chart*



*Initial condition of vessel*



*Vessel Disposal*

## **CONTACT INFORMATION**

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