



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

Contributing Agency: Washington Department of Natural Resources

## OVERVIEW

### **VESSEL**

*Dimensions:* 15' x 53'      *Hull:* Wood  
*Type:* Fishing      *Tonnage:* <50

### **SITE**

*Name:* Port of Ilwaco  
*Location:* 165 Howerton Ave., Ilwaco, WA 98624  
*Coordinates:* 46 18.017'N 124 02.417'W  
*Land:* Owned by the Port of Ilwaco

### **INCIDENT & REMOVAL**

*Situation:* Deceased owner – Sunk at mooring  
*Incident Date:* Nov. 3, 2003  
*Total Duration:* 122 days, Nov. 4, '03 – Mar. 10, '04  
*Actual Operations:* 7.5 Days  
*Cost:* \$65,000  
*Funding:* WA State Derelict Vessel Removal Program  
*Agencies Involved:* USCG, WA Dept of Natural Resources, Dept of Ecology, Port of Ilwaco  
*Primary Threats:* Public Safety, Environment



## DETAILS

### **VESSEL, HISTORY & INCIDENT**

USCG Federal Documentation #: 223804  
WA Derelict Vessel ID#: PA03-001

The F/V Ivanhoe was a wooden hulled fishing vessel, built in 1924 by Olson & Sunde. It was powered by a Detroit diesel engine and a single screw. The aft deck had a fishing net reel and two static booms. The accommodation cabin housed a separate bridge and sleeping berth/galley. The vessel draft was 7.6 feet.

The vessel's owner was deceased and his estate was in bankruptcy proceedings. The vessel was moored in a slip at the Port of Ilwaco, but no moorage had been paid for some time. No vessel maintenance had been conducted since 2002. The vessel was connected to shore power and bilge pumps had been running continuously to keep her afloat. The shore power cord shorted and burned through, cutting off power to the bilge pumps. It is reported that the vessel sank rapidly. The vessel spilled a considerable volume of diesel when she sank.

### **INCIDENT RESPONSE & SALVAGE OPERATIONS**

*Contractor:* Global Diving & Salvage – Chosen through emergency contracting

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**Permits:** WA Hydraulic Project Approval – The Washington State Dept of Fish & Wildlife determined the operation constituted raising a vessel at its slip and the permit was not required on this occasion

The USCG and Dept of Ecology mitigated the immediate diesel spill threat November 3rd 2003. The area was boomed and a local contractor was hired for clean-up. Once the immediate threat was mitigated, salvage contractor Global Diving & Salvage continued to monitor the environmental situation and conducted incidental spill response as salvage operations ensued. Salvage operations ran from November 4th to November 8th 2003. Air lift bags were placed under the stern, and a detailed diver inspection ensued. Cofferdams were built around all the vessel's hatches, then high pressure pumps removed water from inside the hull spaces. The vessel began to float as the internal water volume decreased. She was fully afloat on the morning of November 8<sup>th</sup>, and was towed to the Port of Ilwaco's travel lift, taken out of the water and placed on blocks in the boat storage yard.

## **DISPOSAL OPERATIONS**

**Contractor:** Global Diving & Salvage – Chosen through competitive bidding  
**Authority:** Revised Code of Washington(RCW) 79.100 – Derelict Vessel Act

Legal custody of the vessel was obtained after thirty days. After an additional period of twenty days--during which time the previous owner (or his estate) had the right to file a lawsuit to redeem the vessel--an attempt was made to sell *F/V Ivanhoe*. Considerable purchase criteria were added to the sales advertisement, to ensure bids would only be received by persons with a legitimate desire to renovate the vessel to a seaworthy condition. No bids were received. Parts of the vessel were sold as a cost recovery exercise; purchasers approached the Department of Natural Resources directly.

A disposal contractor was selected through a competitive bidding process, and disposal operations were conducted between March 8th and 10th 2004. Dangerous wastes were removed from the vessel (remaining fuel, and fuel-contaminated bilgewater, hydraulic fluid, paints, solvents, batteries), and taken to appropriate recycling facilities. Metals were segregated and disposed of as scrap. The hull was crushed into small pieces by mechanical excavator and cutting tools, and the resulting debris was landfilled.

## **LESSONS LEARNED**

*It can be difficult and time consuming to locate liens on a vessel.*

Before attempting to sell the *F/V Ivanhoe*, WA DNR deemed it necessary to determine that there were no liens against the vessel and performed a number of checks. First, the USCG National Vessel Documentation Center (NVDC), which provides abstracts of title for documented vessels like the *F/V Ivanhoe*, was contacted. For this incident, the information was used to check on mortgage liens against the vessel. Marineliens.com, another good source of information, was consulted. Finally, the State of Washington Department of Licensing and the Oregon State Marine Board were contacted. (The vessel's owner had previously owned a company registered in Oregon). Attempting to prove the vessel was free of all liens was difficult and time consuming (there are many types and numerous potential filing locations). The steps taken by WA DNR in this case constituted a reasonable search.



# Removal Case Study: *F/V Ivanhoe*



*Pumping out the vessel*



*F/V Ivanhoe in storage*



*Vessel Disposal 1*



*Vessel Disposal 2*

## **CONTACT INFORMATION**

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