

NOAA Abandoned Vessel Program

Case Study Worksheet



NOAA is interested in the removal of grounded, derelict and abandoned vessels both to improve our own understanding of the issue and to share information with local governments and other interested parties. While we have been involved in a number of incidents, the experience of the broader management community is much greater than our own. We are currently developing a collection of case studies that will, through many examples, address many of the issues that surround these operations. This form is a tool to help managers who are interested in contributing to this effort.

Instructions:

The following fields will help you assemble the information necessary so that we can write an effective case study. We realize that you may not have all this information, simply fill out as much as you can. We expect that, in most cases, participants will provide summarized responses which we will use to assemble the finished product but you are also invited to help us draft the actual text for the document. When completed simply save this form and email it back to us. If you choose to hand write your answers please fax them to us at the number below.

Thank you for investing your time in this effort and, please, include as much detail as you can.

Help: This form has integrated help. When you place your cursor in a field, additional guidance is available in the status bar at the bottom of the page. A detailed example of a completed form and the resulting case study are provided on our website (URL below).

The Vessel

Name	F/V Ivanhoe	Vessel ID #'s	Derelict Vessel ID#: PA03-001
Incident Date	November 3rd 2003	Hull Material	Wood
First Sighted	Moored since 2002	Length	52.7 feet
Type	Fishing vessel	Beam	15.3 feet
		Tonnage	0-50

Basic Description

Wooden hulled fishing vessel, built in 1924 by Olson & Sunde. Detroit diesel engine, single screw. Aft deck had fishing net reel and two static booms. Accomodation cabin housed separate bridge and sleeping berth/galley. Vessel draft 7.6 feet. USCG Federal Documentation number: 223804. Derelict Vessel ID#: PA03-001.

History – What led to the vessel becoming derelict or reaching a condition requiring action?

The vessel's owner was deceased and his estate was in bankruptcy proceedings. The vessel was moored 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.

Were there any prior response actions?

None

The Site

Site Name	Port of Ilwaco
General Location	165, Howerton Ave, Ilwaco, WA, 98624
Coordinates (if known)	46 18.017' N 124 02.417' W

Basic Site Description – including land ownership and site depth:

Land is port owned and managed. Vessel was moored at its slip. Depth ~15 feet (LAT).

What threats were addressed by the removal? Hazmat? Entrapment/Slip-Fall? Critical Habitat?

Environmental	<input checked="" type="checkbox"/>	<i>Details</i>
Public Safety	<input checked="" type="checkbox"/>	The vessel spilled a considerable volume of diesel when she sank
Navigation	<input type="checkbox"/>	
Aesthetic	<input type="checkbox"/>	
Other	<input type="checkbox"/>	

The Removal Operation

Date	Nov 4-8 '03, Mar 8-10 '04	Total Duration	5 months (separate removal and disposal operations, due to legal custody acquisition and an attempt to auction the vessel)
Duration	7.5 days		
Cost:	\$65,000		

Funding Source:

Washington State Derelict Vessel Removal Program

Federal / state / local agencies involved

USCG/Washington State Dept of Natural Resources, Dept of Ecology/Port of Ilwaco

What authority was used to take possession of the vessel?

Revised Code of Washington (RCW) 79.100--Derelict Vessel Act

What permits were required to successfully complete the operation?

A Hydraulic Project Approval (HPA) was sought from Washington State Dept of Fish & Wildlife, but was not required for this specific operation, which constituted raising a vessel at its slip.

Salvage Company(s)

SALVAGE: Global Diving & Salvage, Inc. DISPOSAL: Global Diving & Salvage, Inc.

What selection process was used to choose the salvor?

SALVAGE: emergency contracting. DISPOSAL: competitive bidding.

What methods were used for vessel extraction? Describe the removal operation.

SALVAGE: the USCG and Dept of Ecology mitigated the immediate diesel spill threat November 3rd 2003, booming the area and hiring a local contractor 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 was floated, as the tide dropped and the internal water volume diminished; she was then towed to the Port's travel lift, taken out of the water and placed on blocks in the boat storage yard.

DISPOSAL: the vessel remained in upland storage until legal custody was obtained thirty days later. After an interim period of twenty days--during which time the previous owner (or his estate) could file a lawsuit to redeem the vessel--an attempt was made to sell the vessel. 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, however, as a cost recovery exercise; purchasers approached the Department of Natural Resources directly.

A disposal contractor was selected during 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; the resulting debris was landfilled.

Was the operation modified to accommodate environmental concerns?

Yes No

Details SALVAGE: the area was fully boomed at all times. After mitigation of the immediate diesel spill threat by the USCG, the salvage contractor conducted incidental clean-up. DISPOSAL: small quantities of dangerous wastes still remained onboard; these were removed, transported and disposed of according to all federal, state and local laws.

Where was the vessel disposed?

Oily wastes, paints, solvents and batteries were transported to appropriate recycling facilities. Metals were segregated and removed as scrap. The remaining hull materials were crushed and landfilled as CDL (construction debris landfill).

Were there disposal issues? If so how were they addressed?

No.

The Vessel Owner

Unknown Details
Involved Deceased; estate bankrupt
Funded Actions
Uncooperative

Lessons Learned / Comments

Are there details that would be particularly valuable to other agencies planning similar operations?

LIENS: for documented vessels, the USCG's National Vessel Documentation Center (NVDC) can provide abstracts of title. This helped the Derelict Vessel Removal Program prove no mortgage lien existed against the vessel--information deemed necessary to sell F/V Ivanhoe. It is also worth noting it is difficult, if not impossible, to guarantee that a vessel has no liens against it. www.marineliens.com was a good source of information. The State of Washington Department of Licensing and the Oregon State Marine Board were also contacted. (The vessel's owner had previously owned a company registered in Oregon).

Contact Information (for the case study document)

Sarah Wilson, Derelict Vessel Removal Program Manager, Department of Natural Resources, 1111 Washington St SE, PO Box 47027, Olympia, WA, 98504-7027.

Tel: (360) 902-1574

E-mail: sarah.wilson@wadnr.gov

Images

If you have any still photos of the vessel, the operation or the site, these would be very valuable. At a minimum we'd like to provide one for each case study.

*If you have any questions please contact Ian Zelo at NOAA's Abandoned Vessel Program.
206-526-4599, (f) 206-526-6665, ian.j.zelo@noaa.gov
<http://response.restoration.noaa.gov/dac/vessels/>*