

## **Derelict Vessel Meeting #2**

### **Meeting notes & Summary**

#### **Attendees:**

In-Person: James Strode, Amelia Rohwein, Ray Scott, Ellen Ross-Cardoso, Thomas Jury, Tami Griffey, Trey Holden, Troy Wood, Kathy Garcia, Irene Weber, Daryll Trask, Travis Merrill, Robert Ballard, Rashin Ballard

Zoom: Gary Anderson, Jim Aho, Carl Borg, Caitlin Neuman, Jonathan Raine, Karin Olson, Torrie Grant, Evan Dobrowski, Lena Hunt, Robbyn Daly, Alan Iwashita, Lt Ken Dickinson – KCSO, Marine Services Unit

Project Charter Update: Brittany gave update on Project Charter (see slides)

Meeting 1 Current Process Mapping Overview: Kirvie gave overview of the current process mapped by the break-out groups at meeting #1 (see slides)

Current Process Feedback from DNR: Troy gave presentation on feedback related to current process mapping done at Meeting #1: This portion of the meeting was recorded- see recording and presentation.

88.26- is for private moorage facilities. 90 day process

53.08- is for Ports- recently changed from 90 day process to 45 day process for tenant vessels.

79.100- law enforcement agencies are “authorized public entities.”

Law enforcement and DNR do have jurisdiction over tribal vessels if they are on state lands and meet definitions of “abandoned and derelict.”

WDFW can act as an authorized public entity. Can use 79.100. Can use master contract under DES to go out and remove vessels.

Kitsap Public Health can use Kitsap County as authorized public entity and can use master contract under DES.

79.100 process:

Owner is always responsible for removal of vessels. They should be contacted first.

Authorized Public Entities (APE)- listed to include cities, counties, law enforcement, ports, parks, state agencies

79.100- Abandoned & Derelict Vessels.

53.08-Ports can use this for vessels that do not meet definition of abandoned and derelict

Vessel turn-in program is for WA residents that are vessel’s owner or have legal right to disposal of the vessel

Private marinas can use RCW 88.26.020 and then apply to VTiP

DNR recommends setting minimum bid for vessels going to auction (primarily what is owed for back-moorage etc). This encourages the next person to be responsible vessel owners. If you don’t sell it because minimum bid was too high, the port can destroy the vessel and get reimbursed for costs.

DNR typically destroys vessel unless in good condition.

Derelict Vessel Removal Account- if you have a project you want to do, talk to DNR beforehand and they will bookmark the funds. When the fund gets low at the end of the year, APEs are not guaranteed to get reimbursed.

Designating a vessel as derelict is faster than as abandoned.

Custody process for RCW 79.100 has changed recently. Post notice, mail notice, post on DNR website, wait 15 days, 30-day appeal period for owners

There is a provision RCW 79.100.040(3)(b) for emergency temporary possession-

Must contact USCG or DNR prior to taking

53.08 and 88.26 processes- require notice, auction, and time (see presentation for details)

Questions:

- KPHD \$500 vouchers – paid for by Kitsap solid waste program, but not the same vouchers as Public Works' solid waste vouchers
- DNR program is in need of funding. There are >300 vessels on vessel of concern list. DNR used much of its money this biennium on several very large and very expensive vessels. Deconstruction cost for large vessels can be millions of dollars.

### **Working Session- Identify Barriers/ Challenges to DV Removal and Prioritize them**

#### **Ports group:**

1. Expenses (includes up-front cost, loss of revenue & storage costs during posting & appeal periods, legal fees if appealed)
2. Identifying ownership
3. USCG/ Navy deliveries of vessels to docks/ports/marinas
4. Enforcement- 30-day 5 mile rule; need capacity for more law enforcement boats on the water, DOL needs to not make exceptions and enforce their own rules for transfer of ownership.

Other barriers/challenges identified:

Difficulty securing vessels and keeping people off (illegal activities tend to occur on these boats); abandoned vessels at anchor; lack of capacity & action by agencies; identification of tribal vessels; proof of notification

#### **Mixed group: State agencies, law enforcement, County departments**

Logistics of Disposal

Lack of staff/resources

Finding/sharing owner ID

Lack of public education

Lack of authority/deterrents/ enforcement resources

Other barriers/challenges: Access; No boat; No method to share information; Difficult to chase reimbursement; no coordination of resources

#### **Zoom Breakout Group:**

Funding

Boats break moorage/ move between jurisdictions- need to track when last tagged, timeline of postings, use radar/GPS tool (goes with 30 day 5 mile enforcement)

Process is complex; citizens frustrated with process and rules

Code enforcement on private property (does not get reimbursed by DNR). Gray area for vessels on private properties. VTIP?

Adjourned