

Derelict Vessel Meeting #5

November 13, 2024

Meeting Notes

Attendees: Caleb Reese, Trey Holden, Jeff Zappen, James Weaver, Steve Brown (KPHD), Ellen Ross-Cardoso, James Strode, Rashni Ballard, Bob Ballard, Brittany Gordon, Kirvie Mesebeluu-Yobech, Amy Smalley

Virtual: TJ Quandt, Tami Griffey, Troy Wood, Robyn Daly, Ryan McGovern (KSO), Jason Hedstrom, Irene Weber, Michael Moore (BoatUS Foundation ADV Removal Program)

Kirvie gave an overview of the meeting agenda and logistics.

Case Study- Sunken Vessel Removal in Liberty Bay

Kirvie provided a summary of a case study for a sunken vessel removal on private tidelands in Liberty Bay.

Long term, still uncertain which entity/department will house the long term Kitsap County ADV Program

Vessel first reported in 2020 via Kitsap1 and DNR also had report.

In 2024 it was reported again and community started pushing County commissioners for removal.

Vessel is typically submerged at all tides, located off Lemolo Shore Dr.

Meets the definition of derelict vessel; vessel owner is known; vessel was left on private property and sunk about 4 years ago.

Location and ownership were confirmed- Kirvie contacted KSO and DNR to gather ownership information. DNR helped pull owner information from DOL.

Identified APE (DCD), confirmed source of up-front funding (\$30,000), requested \$30,000 bookmark from DNR DVRP fund (approved). DNR helped provide the estimate of ~\$30,000.

DCD was willing to front the money for removal for this one case.

DNR Reimbursement priorities- (1) emergencies; (2) non-emergency existing threat to human health, safety, and environment; (3) vessels impacting habitat but not covered in (2); (4) minor navigation or economic impact; (5) other abandoned or derelict vessels

Obtained Right of Entry from property owners.

Posted notice on vessel, following RCW 79.100 custody process. Posted on October 23. Port of Poulsbo helped DCD to access the vessel. Sent certified mail to owner, sent to DNR.

Owner was fined by Ecology \$5,000 when vessel sank because of diesel fuel leak. She believed the vessel had been removed through that.

It would be good through ADV process to find out what fines have been issued for specific vessels

Next steps- working with DNR to hire contractor, wait until appeal period is done. Complete work, pay contractor, send bill to vessel owner. If that does not go through, request reimbursement from DNR.

Question- what happened between 2020 and 2024? Why wasn't it removed in that time? Need for single clearinghouse for reporting these vessels.

There are over 20 sunken vessels across the County like this.

Capacity and prioritization needs are a challenge, finding the funds to front the removal is a challenge.

DCD needs to ask Ecology about the diesel removal.

Ellen told a story about an abandoned boat that floated up to their dock and nobody responded until she called and reported an oil sheen and then Ecology promptly came and removed the vessel.

One deliverable of this group is to develop SOPs/decision matrix to help people walk through the process

Port of Bremerton set up a revolving account with a nominal fee to users that is set up each budget cycle. It takes a one-time expense to build the account and then it is replenished by the DNR reimbursement. They use an environmental fee charged to users. \$100,000 was an appropriate annual amount for Port of Bremerton.

BoatUS Foundation Updates

Received \$10M grant from NOAA Marine Debris program. There are 3 facets to that-

Administer national competitive grant for ADV removal within US Coastal waterways and Great Lakes

Received almost 100 letters of interest and from that requested 50 full proposals. Almost every state submitted a proposal. Full submissions are due December 2. Lots of emphasis on prevention and outreach, in addition to removal. Also emphasis on environmental justice populations, Tribal reservations

Create a national ADV database. Feedback survey is out (see link). Many states do not keep records of ADVs. Audience is the general public and anyone who works with ADVs. Feedback is due in December. Also in conversation with MyCoast about utilizing that app since it is known and built and can be maintained.

Host a conference for disposal solutions. Virtual summit (see link). Feb 25-27. Presentation proposals due November 22. Keynote speaker Shawn Thompson, motivational speaker, surfer, and environmentalist. Theme of the conference is disposal solutions, ADVs but also fishing gear and other marine debris.

Fishing net removal- unique disposal solutions, these are being recycled and made into plastic sheeting for vessels, conduit, lumber, and more.

Hoping to offer another round of funding in the spring (more focused on marine debris, not just ADVs). Funding should be available through 2029.

BoatUS received \$10M, NOAA has released much more ~\$70M in marine debris funding.

BoatUS also has TowBoat, which does vessel towing for members. Some of the groups that applied for funding asked for \$1M to remove hundreds of vessels, so some companies can be very efficient with vessel removals. On the other hand, some removals are very costly.

VTIP Update

VTIP Event- DNR goes into a specific location, sets up shop to accept vessels into the VTIP. Skagit was the largest so far- took in 49 vessels over span of 4 months. DNR has recently gotten some information back concerning what was accepted into the program and how much it actually cost to run the program. Out of the 49 vessels prevented from going to landfill, 110 tons of material → 80% of what was accepted into VTIP event. Doesn't include hazardous materials that was removed. About 28 tons of material went to landfill.

Per vessel, that costs less than what is normally spent on traditional VTIP vessel disposal. Thus, doing a location-focused VTIP event is more efficient than the broad VTIP program. Reduced mobilization/demobilization cost.

Kitsap County wants to partner with DNR on a VTIP Event. There is a lot of up-front staff time/project management cost. Skagit Event had a bonus in the NW Straits Commission and did a lot of the pre-meetings and strategic planning, logistics.

Boat lift is not necessary for a VTIP Event location but it is nice to be able to take boats off the water.

Private haul-out facility and take vessels to County property to dispose.

Private recycler near Bremerton airport is set up with stormwater permits. Deconstruction of vessels- DNR prefers it be permitted under NPDES facilities. This is covered under boatyard permits also. New facility permit is minimum of \$25,000.

Kitsap County has meeting with DNR about this next week

Tracking Database- add Trey Holden (City of Port Orchard Police), Jason Hedstrom (KSO), Robyn Daly

VTIP

Public & Partner Resources- Ellen Ross-Cardoso

Legislative/Policy Focus Group- How do we stop this from happening in the first place? Rules/Regulations of people who get involved in the maritime industry- it's expensive.

Example- what if at auction, you need to show insurance?

UK has "end of life" vessel registration. Puts more responsibility on last registered owner.

Last registered owner is

DOL allows transfer of ownership through report of sale, which does not require signature of both parties or verification that parties are legitimate

Law Enforcement can write tickets but prosecutors don't often take those cases. Could include some education on part of Kitsap County prosecutors. Prosecutors only take cases for repeat offenders (but ticketing could help create a record to track repeat offenders and also show intent).

**Move forward with this- James Weaver, Trey Holden, TJ Quandt, Tim Schermetzler

Decision to move forward with the following focus groups: tracking database, VTIP, and Public & Partner Resources
Legislative/policy/enforcement

Funding and enforcement are tied together. Policy/legislation can also be tied to funding.

Probably too late for the next legislative session, but that means we might be looking at 2026 legislative session. For that, we would want to have proposals by July 2025 for submittal by October 2025.

Vessels with no hull numbers and no ID are a major issue and time commitment to find owner.

General notes:

**Finding time when this process takes months can be difficult because you have to get money set aside, follow procurement rules, how to transport the vessel to the disposal facility.

Port Orchard spent about \$200k with DNR to remove vessels.

~\$48k in this biennium has gone from DNR to Port Orchard

**Need a flow chart for who to call.

DNR clarification- reimbursement process used to take much longer due to staffing issues, but it's now down to about a week.

2025 Meeting Schedule

- Quarterly TAC meetings- in person/hybrid- Kitsap County Commissioners' Chambers
 - March 12, 2025
 - June 11, 2025
 - September 10, 2025
 - December 10, 2025
- Focus Group meetings- primarily virtual (unless in-person specifically needed)
 - Frequency as-needed, anticipated to be monthly for each group.