



Meeting Minutes

Resource Damage Assessment Committee (RDA) Committee Meeting

Wednesday, October 12, 2022

Zoom

Call to Order: 9:03 AM

Approval of Minutes: Motion to approve meeting minutes for the September 14, 2022 RDA Committee Meeting passed.

Adjournment: 10:50 AM

Attendees

Entity	Representative
RDA Committee, Chair Washington State Department of Ecology	Geoff Baran
RDA Committee Washington State Department of Archaeology and Historic Preservation	Rob Whitlam
RDA Committee Washington State Department of Fish & Wildlife	Don Noviello
RDA Committee Washington State Department of Natural Resources	Shayne Cothern
Cascade Water Alliance	Joe Mickelson
Cascade Water Alliance	Jon Shimada
Owner of the F/V Golden North	Matthew Tabbert
National Oceanic and Atmospheric Administration	Marla Steinhoff
Nez Perce Tribe	Audrey Martinez
Public	Valerie King
Skokomish Indian Tribe	Seth Book
United States Fish and Wildlife Service	Michael Carlson
United States Fish and Wildlife Service	Valerie Chu
Washington State Department of Ecology	Greg Dunbar
Washington State Department of Ecology	Josh Weide
Washington State Department of Ecology	Krystal Rodriguez
Washington State Department of Ecology	Rob Walls
Yakama Nation	Natalie Swan

Minutes

I. New Business

A. Preassessment Screenings

1. ERTS# 716126 Cascade Water Alliance

- Incident Summary:
On July 10, 2022, the Cascade Water Alliance reported a spill of 40 gallons of vegetable oil to the waterway near their facility at the Barkubein Basin in Buckley, WA. The spill was caused by a blown hydraulic line in the pump house. The spill was mostly contained to a 200-300 square foot area against a wooded area near the pump house. Ecology placed sorbent booms across the channel downstream of the spill. Cascade hired US Ecology to cleanup the spill. An estimated 36 gallons of oil was recovered within the first 24-hours of the spill.
- Joe clarified that this facility does not pump drinking water. It provides natural water to Lake Tapps.
- Preassessment Screening:
 - Are the damages quantifiable at a reasonable cost? 4 no.
 - Is restoration or enhancement technically feasible? 4 no.
 - Compensation schedule authorized to calculate damages.

2. ERTS# 717317 F/V Golden North

- Incident Summary:
On August 30, 2022, the 46-foot 1920 wood-hulled F/V Golden North sank at Squalicum Harbor. Approximately 40 gallons of diesel and various other oils spilled to Bellingham Bay. Harbor staff deployed hard boom, soft boom, and pads to corral the spill. Ecology and the USCG also responded, and the USCG hired US Ecology for the cleanup and recovery. US Ecology pumped off roughly 10 gallons of diesel from the boat and roughly 10 gallons of oily-water mixture from the boat. Divers sealed the accessible through-holes and inspected the hull. After working with the vessel owner, Squalicum Harbor agreed to hire Global Diving and Salvage to remove the vessel from the water and turn it over to the DNR Derelict Vessel Program. On September 2, 2022, the vessel was successfully removed from the water and staged on upland at the Harbor for future disposal.
- Due to technical difficulties, Mr. Tabbert communicated with the committee via Zoom chat.
- Mr. Tabbert stated that he had owned the vessel for less than eight (8) months, took immediate action to cleanup the spill. The vessel was 102 years old, and insurance coverage lapsed the previous month. Mr. Tabbert also stated that he was not aware that he should ask for a vessel survey, and feels like he was taken advantage of by the person who sold him the vessel.
- Preassessment Screening:
 - Are the damages quantifiable at a reasonable cost? 4 no.
 - Is restoration or enhancement technically feasible? 4 no.
 - Compensation schedule authorized to calculate damages.

3. ERTS# 716940 F/V Aleutian Isle

- Incident Summary:

On August 13, 2022, the 58' F/V Aleutian Isle was seine fishing off the western shore of San Juan Island when it suddenly began sinking. The crew was able to escape to safety, while the vessel sank to a depth of over 100 feet in Haro Strait. An estimated 2000 gallons of diesel fuel was aboard at the time of the sinking. Over the next 40 days, the vessel owner, the USCG, Ecology, San Juan County DEM, and the Swinomish Tribe worked to remove the vessel from the bottom. Diesel odors and oil sheen were observed along the western shoreline, and the vessel continued to intermittently sheen throughout the response as it slid along the seafloor to depths of over 200 feet. Due to the extreme depth of the vessel, divers from Global Diving were limited to brief operational windows of calm currents. On September 15, Global successfully attached cables to the vessel, and on September 17 the vessel was successfully raised to the surface using a crane barge. On September 19, the vessel was hauled alongside the crane barge to shallower waters near Mitchell Bay for defueling. An estimated 400 gallons of diesel fuel was removed from the vessel. On September 21, the vessel was successfully raised from the water and secured to the deck of a barge for transit to Seattle for final disposition.
- Don noted that many marine mammals were observed in the general vicinity at the time of the sinking. Additionally, seven (7) marine birds were observed exhibiting abnormal behavior.
- Michael Carlson stated that a Resource Equivalency Analysis could be possible based on the observed marine bird impacts.
- Geoff postponed preassessment voting so that Ecology, WDFW and US-FWS could assess the feasibility of a REA study. Screening to occur at next regularly scheduled meeting, November 7, 2022.

4. ERTS# 716642 M/V Sea Ray

- Incident Summary:

On July 30, 2022, the 46' M/V Sea Ray collided with rocks and sank near Wasp Passage between Shaw and Orcas Islands. The vessel was involved in a USCG search and rescue operation and the occupants of the vessel were retrieved by a ferry transiting in the area. An estimated 100 gallons of fuel was aboard the vessel when it sank in over 70 feet of water. Ecology conducted an overflight of the area and observed vessel debris, but no oil sheen. Towline Marine Assistance located the vessel using side scan sonar and observed fuel bubbling to the surface. Global Diving & Salvage attempted to relocate the vessel for removal and was unable to find it. Salvage operations were abandoned when Towline was unable to relocate the vessel. The entire volume of fuel aboard is assumed lost to the environment.
- Preassessment Screening:
 - Are the damages quantifiable at a reasonable cost? 4 no.
 - Is restoration or enhancement technically feasible? 4 no.
 - Compensation schedule authorized to calculate damages.

5. ERTS# 717265 Olsen vessel

- Incident Summary:
On August 27, 2022, the Everett Fire Department reported a 31' cabin cruiser partially sank at the Port of Everett Marina. Everett Fire, Ecology and the USCG responded to the vessel. The vessel appeared to be leaking gasoline from fuel vents. The vessel owner stated that the total fuel capacity is 800 gallons, however there was only 300 gallons of gasoline aboard when it sank. Ecology worked with the vessel owner to identify a salvage company to raise the vessel. Ultimately the Port of Everett opted to hire US-Ecology to remediate the pollution risk. On August 29, 2022, US-Ecology plugged the vents and defueled the vessel. The defueled vessel remains submerged in its slip at the Port of Everett Marina.
- Preassessment Screening:
 - Are the damages quantifiable at a reasonable cost? 4 no.
 - Is restoration or enhancement technically feasible? 4 no.
 - Compensation schedule authorized to calculate damages.

II. Old Business

None.

III. Announcements

- Next meeting: Wednesday, October 12, 2022 at 9:00am via Zoom.