# ecylogo-horiz-color.pngMeeting Minutes

**Resource Damage Assessment Committee (RDA)
Committee Meeting**

Wednesday, May 10, 2023
**Zoom and Ecology HQ Room R0A-32**

Call to Order: 9:04 AM

Introduction and Agenda Review

Approval of Minutes: 9:07

* Motion to approve meeting minutes for the April 12, 2023, RDA Committee Meeting passed.

Adjournment: 10:04 AM

## Attendees

|  |  |
| --- | --- |
| Entity | Representative |
| RDA Committee, ChairWashington State Department of Ecology | Geoff Baran |
| RDA Committee, Executive DirectorWashington State Department of Ecology | Josh Weide |
| RDA CommitteeWashington State Department of Archaeology and Historic Preservation | Rob Whitlam |
| RDA CommitteeWashington Department of Fish and Wildlife | Don Noviello |
| RDA CommitteeWashington State Department of Natural Resources | Shayne Cothern |
| Washington Department of Fish and Wildlife | Travis Washburn |
| Yakima Nation Fisheries | Natalie Swan |
| Washington Department of Ecology | Tami Neilson |
| Environmental Consultant for Kenan Advantage Group | Michael Dowger |
| P/C *Dan Cameron* vessel owner | Rob Skarperud |
| Hangping Zheng | Member of the Public |

## Minutes

### New Business

#### Preassessment Screenings:

##### ERTS #721193 P/C *Dan Cameron* Diesel Spill

* Incident Summary:
On March 4, 2023, the P/C *Dan Cameron* was identified as the source of a sheen in Swantown Marina, Olympia. The marina deployed sorbent materials around the vessel, which immediately became saturated. Sorbents continued to be replaced periodically as Ecology Responders worked with the vessel owner, who was in Bend, OR. Responders took samples from around the vessel and from the vessel's bilge, which contained approximately one inch of an oily red mixture. Analysis confirmed that the matching oil samples were primarily diesel fuel which had been discharged by the vessel bilge pump. Based on sorbent weight, an estimated 30 gallons of diesel had been recovered from Swantown Marina in the first 24 hours. A more accurate estimate of total oil release could not be determined based on the limited information available. Don asked about the extent of the impact to Commencement Bay. Geoff confirmed that following the observation of the initial sheen, the majority of impacts to water were contained to the marina and the vessel’s slip by absorbent boom.
* Rob Skarperud noted that he purchased the *Dan Cameron* in January 2022. The vessel had been inspected with no leaks and was used sporadically with no issues. Rob was last aboard the vessel at the end of January 2023. After he was notified on the day of the spill, he left Bend, OR and arrived around 10:00 p.m. At that time, the sorbents placed by Swantown Marina had been removed. Rob noted that the vessel’s Bilge had a greater odor than typical and contained more fluid than normal. Rob followed the procedure provided by Swantown Marina and Ecology to clean the bilge with sorbent materials. He then added clean sorbent pads and disabled the bilge pump. When he checked on vessel a week later there was obvious leaking with red-dye diesel absorbed by the pads but no further spill to water. Rob found a saturated pad/towel under the 300-gallon capacity port tank and observed a drip from the tank. Rob stated that this tank contained 50 gallons of diesel at the end of January. He pumped the unknown amount of remaining diesel into his other tank and is assessing the leaking tank’s integrity, including welds. Rob pointed out that there has been no new spill into bilge since emptying the tank.
* Rob also noted that there was 16 inches of fuel in the sight gauge when he was on board in January 2023. When observed during the spill incident, the sight gauge read slightly less than 16 inches. He is not sure how 30 gallons would have been released as reported.
* Rob added that the pads picked up a yellow oil and the sorbents in some of the bags containing sorbents had a sweet, fruity odor. (Red-dye diesel does not retain its red hue in the environment)
* Rob stated that his vessel was tarped, but that there was a gap in the port side coverage that resulted in some rain intrusion into the bilge.
* Rob has added an oil-filtering bilge pump system to address any future potential release.
* 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.

##### ERTS #721010 Kenan Advantage Semi-Truck Collision and Spill

* Incident Summary:
On February 23, 2023, an empty fuel tank semi-truck owned by Kenan Advantage Group was travelling northbound on I-5 in icy conditions when it struck the jersey barrier of the left shoulder while on a curve at milepost 104.5 in Olympia. The driver overcorrected and collided with an adjacent semi-truck owned by Hardel Mutual Plywood Corporation, resulting in a rollover and the combined release of approximately 155 gallons of oil from damaged fuel tanks of both trucks. An estimated 75 gallons of mixed oils entered the WSDOT stormwater system with an estimated 2 gallons reaching the Deschutes River. Kenan Advantage hired US Ecology, who cleaned the roadway and the stormwater system. Department of Ecology Responders assisted US Ecology in deploying sorbent materials at the outfall to the Deschutes River, where they observed a sheen. No additional comments received.
* Michael Dowger noted that Ecology findings matched the report he received from Kenan Advantage and US Ecology, estimating 75 gal lost from their truck with 150 feet of impacted roadway and four storm drains resulting in a 20 foot by 15 foot sheen reported at the outfall. US Ecology reported that outfall was not actively flowing. Michael added that the amount spilled from the other truck was not reported to him. US Ecology cleaned the storm drains that day and jetted the drainage system the following day. Booms were left in storm drain and at the outfall which were monitored, specifically following a storm event and again at a later date with no further sheen observed. Michael stressed that the storm system contained most of the spill.
* 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.

### Other Business

#### Open Case Updates:

* ERTS # 719397 Clover Island Marina Fire and Spill
	+ Dropping case as investigated amount spilled is less than the 25-gallon threshold.
* ERTS # 717517 P/C *Crab N Jazz* Vessel Fire and Gasoline Spill
	+ Responsible party deceased. Ecology will run the compensation schedule to calculate damages for further discussion on next steps.
* ERTS #709331 F/V *Laura Marie* Sinking and Spill
	+ Responsible party deceased. Ecology will run the compensation schedule to calculate damages for further discussion on next steps.

### Announcements

* 2023 Coastal Protection Fund Grant application period closed.
	+ 17 applications successfully submitted with evaluations beginning soon.
* Ecology IT continues to work towards automating the damages calculation. Geoff and Josh will continue working with fellow committee member agencies to compile data.
* Next meeting: Wednesday, June 14, 2023 at 9:00am via Zoom and in person at Ecology HQ in room R0A-32.