# ecylogo-horiz-color.pngMeeting Minutes

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

Wednesday, October 9, 2024
**Microsoft Teams and Ecology HQ Room R1S-16**

Call to Order: 9:02 AM

Introduction and Agenda Review

Approval of Minutes:

* Motion to approve meeting minutes for the August 14, 2024, RDA Committee Meeting passed.

## Attendees

|  |  |
| --- | --- |
| Entity | Representative |
| RDA Committee, ChairWashington State Department of Ecology | Geoff Baran |
| RDA Committee, ChairWashington State Department of Ecology | Josh Weide |
| RDA CommitteeWashington State Department of Fish and Wildlife | Don Noviello |
| RDA CommitteeWashington State Department of Archaeology and Historic Preservation | Rob Whitlam |
| RDA CommitteeWashington State Department of Natural Resources | Shayne Cothern |
| RDA CommitteeWashington State Parks | Matt Niles |
| RDA CommitteeWashington State Department of Health | Merita Trohimovich |
| Owner of F/V *Gweduc 1* | Carl Sheats |
| Owner of F/V *Gweduc 1* | Kathy Sheats |
| Swanson Bark and Wood | Dayna Gohn |
| Swanson Bark and Wood and Denali Water | Esteban Infante |
| Member of the Public | Jenna Ziogas |
| Vertex Company  | Jeremy Payne |
| Washington State Department of Ecology | Eddie Czebator |

## Minutes

### New Business

#### Preassessment Screenings:

##### ERTS #732896 F/V *Gweduc 1* Diesel Spill, Pleasant Harbor

* Incident Summary:
On August 9, 2024, Ecology received a report of a sheen at the mouth of Pleasant Harbor surrounding the grounded F/V *Gweduc 1*. Ecology responded along with the US Coast Guard. The vessel owner purposely grounded his vessel following engine issues and was unable to float the vessel at high tide. The incoming tide did however flood the vessel, causing a diesel release from an unknown location. The vessel owner reported that he had a maximum of 50 gallons of diesel aboard between two 50-gallon fuel tanks. Due to delays with the vessel owner's insurance, the USCG federalized the cleanup response and hired Republic Services, who placed hard boom and absorbents around the vessel. At 04:00 a.m. on August 11, Republic Services was able to float the vessel and remove 50 gallons of oily water from the tanks as well as 20 gallons of hydraulic oil. Ecology continues to investigate the amount of oil released but is currently estimating that 50 gallons spilled to water.
* Kathy: “We were trying to raise the boat ourselves on the 10th and the Coast Guard asked us to stand down.” The vessel incident was then federalized, and the vessel was raised by Republic Services. The private shoreline does not contain eelgrass and wildlife has been in the area and has not been impacted by the release.
* Kathy: 50 gallons of oily water was pumped out of the tanks, but there was not 50 gallons that spilled to Pleasant Harbor. The vessel has been turned into DNR’s Volunteer Turn-in Program, but it has been difficult as the vessel holds sentimental value.
* Geoff: Ecology would appreciate any additional information that may assist in determining a more accurate spill amount.
* Preassessment Screening:
	+ Are the damages quantifiable at a reasonable cost? 6 no.
	+ Is restoration or enhancement technically feasible? 6 no.
	+ Compensation schedule authorized to calculate damages.

##### ERTS #732433 Semitruck Wreck on Lewis and Clark Bridge Diesel Spill, Longview

* Incident Summary:
On July 24, 2024, a Swanson Bark Semitruck driver had a medical issue and struck Thunder BAL Distributors LLC Semitruck head-on and ruptured its fuel tank, spilling approximately 200 gallons of diesel to pavement on the Lewis and Clark Bridge in Longview. The fuel flowed down the gutter line and into the Columbia River at the Port of Longview small boat dock. Oregon Department of Transportation hired Republic Services for the cleanup response. The bridge deck and port area were swept, the small boat dock was cleaned, and both hard and sorbent boom were placed in the impacted area of the Columbia River.
* Rob: Was there any oiling on the Oregon side of the river?
* Geoff: Our responder reported that the diesel flowed down the slope of the bridge and only impacted the Washington side.
* Jeremy: Who retained Republic Services?
* Geoff: Oregon Department of Transportation
* Jeremy: Has there been any follow up on their part?
* Geoff: We are unaware of any actions taken by Oregon’s Department of Environmental Quality to address damages. As mentioned, Ecology would appreciate any additional information that may assist in determining a more accurate amount spilled.
* Preassessment Screening:
	+ Are the damages quantifiable at a reasonable cost? 6 no.
	+ Is restoration or enhancement technically feasible? 6 no.
	+ Compensation schedule authorized to calculate damages.

##### ERTS #732435 P/C *Linda Lou* Diesel Spill, Seattle

* Incident Summary:
On July 23, 2024, the 45-foot P/C *Linda Lou* was refueling at Seattle Boat Lake Union Fuel Dock when it had an overfill, spilling approximately 90 gallons of diesel to its bilge. An automatic bilge pump then pumped an estimated 70 gallons of the diesel from the bilge out to Lake Union. Ecology responded along with the US Coast Guard and Seattle Boat staff, who had initially discovered the diesel release and accompanying sheen. The Seattle Boat crew had immediately hit the emergency stop button, but fuel continued to pump from the vessel's bilge for another minute until power was disconnected. Seattle Boat deployed 1.75 rolls of absorbent pads and 40 lengths of sausage boom within 20 minutes of the spill, which recovered much of the product from the water. The *Linda Lou* left the site for Fishermen's Terminal to pump out the diesel in the bilge while Seattle Boat removed the saturated absorbents and boom from the water, leaving clean boom until the next day to potentially collect any residual sheen.
* Preassessment Screening:
	+ Are the damages quantifiable at a reasonable cost? 6 no.
	+ Is restoration or enhancement technically feasible? 6 no.
	+ Compensation schedule authorized to calculate damages.

### Other Business

#### Open Case Updates:

* ERTS #712108 P/C *Princess* Sinking and Oil Spill, Bremerton – 1/16/2022
	+ The responsible party has filed for bankruptcy and Ecology suggests dropping pursuit of damages.
	+ Don pointed out that the cost for the AGO to pursue damages may outweigh the size of the damage claim.
	+ The committee has no objections to dropping the case.
* ERTS #693536 P/C *Kingsway* Sinking and Oil Spill, Olympia – 10/04/2024
	+ The responsible party has filed for bankruptcy, resulting in a partial payment to Ecology. The AGO is evaluating options to recover the remainder.
* ERTS #704339 P/C *Quiet Time* Sinking and Oil Spill, Manchester – 03/08/2021
	+ Ecology and the AGO has had continued difficulties in reaching the responsible party for this relatively small damage claim and Ecology suggests dropping pursuit of damages.
	+ The committee has no objections to dropping the case.
* ERTS #716940 F/V *Aleutian Isle* Sinking and Oil Spill, San Juan Island – 8/13/2022
	+ Ecology has been in contact with the responsible party’s attorney and the Northwest Straits Foundation has been identified as a potential project partner in developing a restoration project.
* ERTS #727283 Olympic Pipeline Gasoline Spill, Conway – 12/10/2023
	+ Trustees have developed a preliminary list of restoration projects which will be discussed during a meeting in the coming weeks.

### Announcements

* Next meeting: Wednesday, November 13, 2024 at 9:00 am via **Microsoft Teams** and in person at Ecology HQ, **Room R1S-16**.

Adjournment: 9:48 AM