# ecylogo-horiz-color.pngMeeting Minutes

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

Wednesday, April 9, 2025  
**Microsoft Teams and Ecology HQ Room R0A-32**

Call to Order: 9:01 AM

Introduction and Agenda Review

## Attendees

|  |  |
| --- | --- |
| Entity | Representative |
| RDA Committee, Chair Washington State Department of Ecology | Geoff Baran |
| RDA Committee, Chair Washington State Department of Ecology | Josh Weide |
| RDA Committee  Washington State Department of Fish and Wildlife | Don Noviello |
| RDA Committee Washington State Department of Archaeology and Historic Preservation | Rob Whitlam |
| RDA Committee  Washington State Department of Natural Resources | Shayne Cothern |
| RDA Committee  Washington State Parks | Matt Niles |
| RDA Committee  Washington State Department of Health | Merita Trohimovich |
| Yakama Nation Fisheries | Natalie Swan |
| Jamestown S'Klallam Tribe | Jenna Ziogas |
| Centerline Logistics | Bowman Harvey |
| Centerline Logistics | Sven Titland |
| Centerline Logistics | Kelly Moore |
| Centerline Logistics | Wade Clark |
| Owner of P/C *Goldfinch* | Joshua Pelz |
| U.S. Fish and Wildlife Service | Michael Carlson |
| Washington State Department of Archaeology and Historic Preservation | Jessica Stone |
| Washington State Department of Fish and Wildlife | Chelsea Buffington |
| Washington State Department of Ecology | Rob Walls |
| Washington State Department of Ecology | Eddie Czebator |
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## Minutes

### New Business

#### Preassessment Screenings

##### ERTS #736853 Barge *All Aboard for a Cure* Hydraulic Oil Spill to Hylebos Waterway

* Incident Summary:

In the early morning of February 8, 2025, the oil barge *All Aboard for a Cure* was in the process of departing the SeaPort Sound Terminal dock following cargo operations. As the crew was releasing mooring lines, they noticed a loss of hydraulic power to the mooring winches and discovered a rupture in a pressured line. Hydraulic oil sprayed across the deck and over the side of the barge into the Hylebos Waterway. SeaPort Sound personnel had been removing containment boom, which they promptly replaced, followed by the deployment of sorbent material within the boom. Olympic Tug and Barge activated their response contractor, MSRC, who assisted with the cleanup on the barge and with the collection of oil in the water. The cleanup was completed later that day. Based on the volume of the oil tank and the operational level of oil in the tank provided by Olympic Tug and Barge, Ecology calculated the total amount of oil spilled to be 144 gallons. The recovery of 43 gallons of oil from the tank's secondary containment resulted in a total of 101 gallons of oil estimated to have spilled to the waterway.

*Bowman:* 110 gallons released to the deck. 43 gallons were recovered from the deck. Estimated spill to water would be 67 gallons instead of 101 gallons. An estimated 56 gallons were recovered by sorbents as estimated by MSRC.

*Don:* Was the volume recovered in the pads within the first 24 hours?

*Bowman:* Yes.

*Geoff:* Yes, the cleanup was completed that afternoon.

*Bowman:* How are the discrepancies to the amount spilled going to be handled?

*Geoff:* Ecology will continue to work with Centerline Logistics to determine a more accurate amount spilled.

*Bowman:* Also wanted to note that this was a Clarity product, which is the most environmentally friendly oil available to use in their hydraulic system.

*Geoff:* Any additional documentation including SDS is helpful.

*Bowman:* The SDS has been provided to Alex Sains and Scott Wurster.

*Geoff:* We will provide your input to our Ecology team and we will continue to have open discussion with Centerline to determine an agreeable 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 #737102 P/C *Goldfinch* Sinking and Diesel Spill to Port Townsend Bay

* Incident Summary:

On February 22, 2025, the 38-ft P/C *Goldfinch* began taking on water while in transit in Port Townsend Bay. The USCG directed the vessel owner to the Point Hudson Marina where it sank and began to spill diesel. The marina deployed sorbent and containment boom and the owner hired Global Diving and Salvage to recover the vessel. Global Diving was able to recover 600 gallons of diesel from the vessel's fuel tanks while sorbents recovered an estimated 316 gallons that had released to water. In addition, a calculation of the visible sheen observed throughout the marina resulted in another estimated 9 gallons that were not recovered by sorbents, bringing the total spill to water to 325 gallons. The vessel was removed from the water on March 3, 2025.

*Joshua Pelz:* Was grateful for the quick response by the marina. He is devastated that this happened as he is a big advocate for Puget Sound. The cause of the sinking was hull damage after striking something hard. He has been working with his insurance and determined that there was no damage to the fuel tanks or lines. The release was from the air vents.

*Shayne:* It is good to hear about the quick response from the marina.

*Joshua Pelz:* Was surprised that he had that much diesel in the tank, he was expecting to have to refuel that day.

* 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 #736886 Tacoma Public Utilities Mineral Oil Spill to Thea Foss Waterway

* Incident Summary:  
  On February 10, 2025, City of Tacoma staff reported the release of non-PCB mineral oil from a failed transformer at the Tacoma Central shopping center. The total spill from the transformer was 249 gallons, based on the amount of oil left in the transformer and its capacity. The spill impacted a private storm drain and sheen was not observed in the city's stormwater system at the time. However, the following day, rainbow sheen was observed flowing from the twin 96-inch pipes which outlet to the Thea Foss Waterway. Tacoma Public Utilities contracted NRC for cleanup and both containment and sorbent boom were deployed spanning the waterway. Sample analysis confirmed that the oil in the Thea Foss was non-PCB mineral oil. Tacoma cleaned the entire downstream stormwater line. NRC provided skimming operations and Tacoma staff continued to observe sheen on the waterway inside the boom until the first week of March. Boom was removed on March 5th.
* 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 # 737236 Hanby P/C Sinking and Diesel Spill to Hylebos Waterway

* Incident Summary:

On February 26, 2025, a pleasure craft at the Chinook Landing Marina was reported as being low in the water after a nearby landslide took out power to the Marina. Later that morning, the vessel was found sunk and spilling diesel. Ecology responders and the marina deployed containment and sorbent boom. The USCG hired Republic Services for spill cleanup, who then hired Crux Diving to recover any remaining fuel from the tanks of the vessel. No fuel was recovered by Crux. The owner of the vessel was located at a local nursing home. He could not recall when he last added any fuel to the tanks. Republic Services estimated the recovery of 130 gallons of oil from sorbent materials over multiple days. In addition, Ecology calculated that an estimated three gallons of diesel was not recovered by sorbents based on the characteristics of the observed sheen. The marina hired Quigg Brothers to remove the vessel using a barge on February 28.

* 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

#### Approval of Minutes

* Motion to approve meeting minutes for the March 12, 2025, RDA Committee Motion passed at 9:49 AM.

#### Open Case Updates

* ERTS #727283 Olympic Pipeline Gasoline Spill – Conway, 12/10/2023
  + BP has reviewed the documentation that we sent them. They have some comments. A meeting with the trustees will be scheduled in the next week or so to discuss BP’s response.
* ERTS #735788 Oaks Transportation Diesel Spill – Roosevelt, 12/17/2024
  + Investigation determined that no waters of the state were impacted. Ecology is dropping the case for enforcement and damages.

### Announcements

* The Spills Coastal Protection Grant is now accepting applications for restoration projects until April 29.
* Next meeting: Wednesday, May 14, 2025 at 9:00 am via **Microsoft Teams** and in person at Ecology HQ, **Room R0A-36**.

Adjournment: 9:57 AM