# ecylogo-horiz-color.pngMeeting Minutes

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

Wednesday, July 9, 2025  
**Microsoft Teams and Ecology HQ Room R0A-36**

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 | Chelsey Buffington |
| 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 Department of Health | Merita Trohimovich |
| Yakama Nation Fisheries, Superfund Section | Natalie Swan |
| Representing the F/V *Captain Raleigh* | David Willoughby |
| Representing the F/V *Captain Raleigh* | Jennifer Stevenson |
| Insurance representative for the F/V *Captain Raleigh* | Mona Holmes |
| Washington State Department of Archaeology and Historic Preservation | Jessica Stone |
| Washington State Department of Ecology, Enforcement Lead | Tami Neilson |
| Washington State Department of Ecology, Toxics Cleanup Program | Erin Andersen |

## Minutes

### New Business

#### Preassessment Screenings

##### ERTS # 738185 F/V *Valiant* Diesel Spill to Salmon Bay

* Incident Summary:

On April 10, 2025, Ecology responded, along with the US Coast Guard, to a report of an unknown sheen and diesel odor in Salmon Bay, just east of the Ballard Locks. The F/V *Valiant* was docked on the north side of Salmon Bay and identified as a possible source as it was surrounded by rainbow sheen. After further investigation, responders observed emulsified oil on the deck and gunwales of the tug moored alongside the *Valiant*, followed by substantial amounts of emulsified oil observed in the *Valiant's* engine room bilge. The bilge pump piping directed flow to where oil appeared to have sprayed out onto the tug, indicating that a bilge discharge was the most likely cause of the oil in the marina. The *Valiant’s* insurance company hired Republic Services to perform cleanup operations, including maintaining containment boom and replacing sorbent materials. Based on the weight of the contaminated sorbents as well as the estimated size and characteristics of the observed spill, Ecology estimates that the *Valiant* had released an estimated 57 gallons of oil to Salmon Bay. Ecology confirmed that there was no sign of sheen on the west side of the Ballard Locks. On April 16, Ecology returned and observed only a small pocket of emulsified oil in the marina. Ecology advised the marina that after the oil was recovered, the remaining sorbents could be removed.

* Preassessment Screening:
  + Are the damages quantifiable at a reasonable cost? 5 no.
  + Is restoration or enhancement technically feasible? 5 no.
  + Compensation schedule authorized to calculate damages.

##### ERTS #738773 F/V *Captain Raleigh* Sinking and Diesel Spill to Grays Harbor

* Incident Summary:

On May 9, 2025, the F/V *Captain Raleigh* was heading into port from a four-day fishing trip when the crew sent out a distress call to the US Coast Guard reporting uncontrolled flooding. About twenty minutes after the distress call, the 67-foot steel-hulled *Captain Raleigh* rolled and sank in 60 to 70 feet of water at the entrance to Grays Harbor. Three of the four-man crew were successfully rescued, but despite extensive search and rescue operations, Captain Jon Stevenson was never found and is believed to have been trapped inside of the vessel as it sank. The vessel's insurance company hired Global Diving and Salvage, who were able to plug a fuel tank vent on May 10, regardless of short dive windows due to strong tides and the danger posed by the *Captain Raleigh's* shrimp nets. A small amount of oil was collected from surface sheen, which was thin and affected by weather and currents. By May 11, Global Diving had plugged all the tank vents while a cracked vent pipe continued to leak intermittently. The *Captain Raleigh* continued to tumble on the bottom of the channel in the first week following the sinking, releasing a thin oil sheen that extended into Grays Harbor. Global Diving deployed multiple anchors to secure and stabilize the vessel on May 21.

Continuing to work around weather and tidal conditions, Global Diving was able to sting and remove 2,059 gallons of diesel from two starboard tanks and 73 gallons from the forward port tank (2,132 gallons total). The other port fuel tank was found to be empty, as was the lubricating oil reservoir tank. On June 16, oil recovery operations were completed. Based on fueling records, starboard tank recovery volumes, and oil tank volume, Ecology estimates that approximately 1,800 gallons of oil are unaccounted for and assumed spilled (mostly diesel with a percentage of lube oil). Focus Wildlife patrolled the area during dive operations and documented multiple sheens and varied wildlife, although none of the wildlife appeared impacted by the oil. Ecology and USCG attempted to locate a crane barge capable of lifting the vessel from the bottom, but none have been available.

* *David:* The amount of diesel on board is unknown. A rainstorm initially limited dive operations, during which time the vessel rolled and received a crack in a vent tube. This likely resulted in the majority of the release. Dive operations were further limited on a daily basis due to strong currents and adverse weather at the location. There were no signs of impacted wildlife during dive operations. David has been part of salvage operations for 20 years and this is one of the worst areas he has experienced due to currents and a narrow channel. Diesel that made it to the surface broke up and dissipated quickly due to weather, waves, and currents.

*Geoff:* Based on the absence of overt wildlife or shoreline impacts, this case may be a good candidate for a restoration project.

*David:* Everything that could have been done during the response to minimize environmental impact was executed.

*Shayne:* Are there any updates to the efforts to find a crane barge to remove the vessel?

*David:* Global Diving is contracted to address the recovery of the vessel. This will likely happen in August. There have been difficulties locating a feasible barge. This has been a massive project, one of the most expensive based on the amount of response necessary, in his experience.

*Geoff:* Suggested that there are restoration projects in the area. Ecology can work with him to further explore options to paying damages.

* Preassessment Screening:
  + Are the damages quantifiable at a reasonable cost? 5 no.
  + Is restoration or enhancement technically feasible? 5 no.
  + Compensation schedule authorized to calculate damages.
* Brian and Kari Petersen, partners with the F/V *Captain Raleigh* arrived in person following committee’s discussion of the incident. Geoff provided them a summary of the meeting discussion as well as an explanation of the compensation schedule. Brian and Kari did not have any information to add.

##### ERTS # 739452 Mort’s Dust Control Asphalt and Diesel Spill to Little Spokane River

* Incident Summary:

On June 11, 2025, a privately-owned wooden bridge failed under the weight of a large spray tanker truck, causing the truck to roll into the Little Spokane River and come to rest upside-down. The truck, owned and operated by Mort’s Dust and Erosion Control, contained 3,600 gallons of an emulsified asphalt mixture used as dust control. This mixture began to release into the river, along with the truck's diesel. Ecology responded along with the EPA and Able Cleanup, the contractor hired by Mort's for environmental remediation. Able Cleanup placed containment boom and sorbent material at multiple locations, with sheen observed 1.3 miles downriver. They also collected oiled vegetation and tar balls through June 26, at which point cleanup endpoints were met with no further sheen or tar balls observed. Ecology estimates that 183 gallons of the emulsified asphalt product spilled with 23 gallons recovered in the first 24 hours after the spill occurred. In addition, an estimated 60 gallons of diesel spilled to the river. Ecology personnel took sediment samples to be analyzed for PAHs and for hydrocarbon identification. The incident will soon transition to Ecology's Toxics Cleanup Program, who will use the sample results to determine if further cleanup is required. While responders observed abundant wildlife during operations, none appeared to have been impacted by the spill.

*Erin:* TCP is developing proposed cleanup screening levels (CSLs) while Manchester is getting results from our sampling effort. CSLs are often unique for each sediment site. The framework for this is essentially choosing the lowest risk-based concentration for freshwater benthic organisms, so long as there are not additional trophic risks or practical quantitation limits, or regional background issues.

After that there's a 2-tier approach for evaluating the need for additional site cleanup. First, whether there are three+ stations that exceed the CSL for the same chemical. If so, we'll confirm it as a cleanup site and move toward long-term goals that are set aside as sediment cleanup objectives (SCOs). For sites that come off an emergency spill response, the site will usually enter into the Voluntary Cleanup Program, where they'll receive technical assistance on things like cleanup alternatives and points of compliance. This is because a cleanup contractor has already been hired and there's already a working relationship with the PLP. Another avenue for site cleanup is an Agreed Order, which is a firmer hand.

Based on the initial investigation results, we'll identify whether there are station clusters of potential concern based on exceedances of the CSL criteria and move on to a conceptual site model from there. It's basically a lot of homework to determine that we're making the right decision for cleanup.

*Geoff:* The PAH analysis is useful. The damages may not yet be quantifiable, but that could change following sample analysis. However, based on what we know now of observed sediment impacts, this may be a good candidate for the compensation schedule.

*Shayne:* Is the asphalt product classified for use in the compensation schedule?

*Geoff:* While we have classified asphalt for past incidents, this product differs due to the addition of other products and emulsifying agents. We will have to do some additional evaluation of the product to determine how it can be classified.

*Shayne:* Was the product able to be visually identified. Were there globs that collected or sank?

*Geoff:* Because this product was emulsified, it sounds like some of it may have dissolved in water. Multiple tar balls were collected downstream during cleanup.

* Preassessment Screening:
  + Are the damages quantifiable at a reasonable cost? 5 no.
  + Is restoration or enhancement technically feasible? 5 no.
  + Compensation schedule authorized to calculate damages.

### Other Business

#### Approval of Minutes

* Motion to approve meeting minutes for the June 11, 2025, RDA Committee. Motion passed.

#### Open Case Updates

* ERTS #727283 Olympic Pipeline Gasoline Spill – Skagit County, December 10, 2023
  + A meeting with the trustees is scheduled for Wednesday, July 23, 2025. Committee members, please RSVP to the meeting invite.
* ERTS # 738573 F/V *Michael Lisa* Diesel Spill to Westport Marina, April 29, 2025
  + Based on the transfer rate of 4.9 gallons per minute and run time of 98 minutes, Ecology estimates that the total spill volume to water was 480 gallons, with 220 gallons recovered during the response.

### Announcements

* Next meeting: Wednesday, August 13, 2025 at 9:00 am via **Microsoft Teams** and in person at Ecology HQ, **Room R0A-36**.

Adjournment: 9:58 AM