Section 9330

Derelict Vessel Best Management Practices
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9330A Attachment A: Abbreviated Authorities Matrix .......... 9330 A-1

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9330E Attachment E: Derelict Vessel Reporting Form .......... 9330 E-1
Derelict Vessel Best Management Practices

9330.1 Purpose
The purpose of this plan is to outline the regulatory and policy authority of each agency with a nexus to abandoned vessels and to establish best practices available for the mitigation of imminent pollution and navigation threats from derelict vessels, barges, and houseboats.

9330.2 Acronyms and Abbreviations
ADV Abandoned and Derelict Vessel
BMP Best Management Practice
DVRP Derelict Vessel Removal Program
ORS Oregon Revised Statute
OSLTF Oil Spill Liability Trust Fund
OSMB Oregon State Marine Board

9330.3 Definitions
An abandoned vessel is one that does not have an identified owner or it has been left by its owner on public property or without permission of the landowner.

Federal:
- COMDTINST M16465.43: “Any craft designed for navigation that has been moored, stranded, wrecked, sunk, or left unattended for longer than 45 days that is not on private property with the permission of the owner.”

Oregon:
- ORS 830.909: A vessel that is left on public property, or private property without the permission of the landowner.

Washington:
- 79.100.010: A vessel that is left, moored, or anchored in the same area without express consent for more than 30 consecutive days or for a total of 90 days in a 365-day period.

A boathouse is defined as a covered structure on floats or piles used for the protected moorage of boats. (ORS 830.700)
A confined space is defined as a compartment of small size and limited access such as a double bottom tank, cofferdam, or other space which by its small size and confined nature can readily create or aggravate a hazardous exposure. (29 CFR 1915.4)

A derelict vessel is one that’s condition is degrading, and while it has an identified owner, it no longer functions for its intended purpose.

A floating home is defined as a moored structure that is secured to a pier or pilings and is used primarily as a domicile and not a boat. (ORS 830.700)

Owner is defined as any natural person, firm, partnership, corporation, association, government entity, or organization that has a lawful right to possession of a vessel.

Removal means the act of removing and cleaning up an abandoned boat, floating home, or boathouse.

Removing Authority is a sheriff’s office, municipal police department, state police office, or law enforcement agency created by intergovernmental agreement or a port. (ORS 777.005 or 778.005)

Responder means any federal, state, or local personnel that may be involved with ADVs or vessels of concern.

Ship breaking means any breaking down of a vessel's structure for the purpose of scrapping the vessel, including the removal of gear, equipment or any component part of a vessel. (29 CFR 1915.4)

The term vessel includes every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, including special purpose floating structures not primarily designed for or used as a means of transportation on water. (29 CFR 1915.4)

9330.4 Background
Abandoned and derelict vessels (ADVs) have the potential to become significant threats to the environment, navigation, and human health and safety. These vessels typically include harbor and coastal working vessels, such as tugs, fishing vessels and pleasure craft that have been abandoned due to repair cost, economic conditions, or the decline of fishing industries and scrap metal values. While there is currently no national database tracking these vessels, they remain a problem in virtually every commercial and recreational harbor throughout the U.S. In addition to the potential for oil pollution, these vessels may present significant environmental concerns and public health hazards due to their location, condition, and the potential presence of other hazardous substances and wastes.
Abandoned vessels, including those found in the coastal environment, inland rivers and Great Lakes, are often intertidal or lie in shallow waters and may pose serious hazards by creating obstructions that restrict, endanger or interfere with navigation. Even those vessels that contain no hazardous materials and pose no immediate navigation hazard may shift during storms or become dump sites for other vessels looking to discard bilge waste.

In U.S. waters there are an estimated 20,000 shipwrecks and countless other abandoned or derelict vessels. Proactive mitigation of wrecks and abandoned vessels is difficult, but preferred over responding to uncontrolled spills due to hull breaches, or vessel recovery operations following floods or hurricanes. The USCG has the primary responsibility for responding to pollution threats in the coastal zone, including making the determination of a substantial threat of discharge, whereas the U.S. EPA retains those authorities in the inland zone. The USACE has the primary responsibility for maintaining an obstruction-free navigational waterway. If a vessel is determined to be a substantial pollution threat or navigational hazard and no action has been taken by a Responsible Party (RP) to mitigate the threat, federal resources may be available under the National Oil and Hazardous Substances Contingency Plan (NCP) or other federal authorities. In most cases, removal of the threat requires an interagency response by federal, state and local agencies.

**9330.4.1 Columbia River Derelict Vessel Task Force**

In May of 2011, the Columbia River Derelict Vessel Task Force was formed following a $23 million response to the ex-Liberty Ship turned derelict barge Davy Crockett and a perceived growing threat of derelict and abandoned vessels. The task force mission is to recommend policy, share information, and foster collaborative and shared efforts of task force members to identify and mitigate the harmful effects of derelict vessels, barges, and houseboats along the middle and lower Columbia and Willamette Rivers. The Task Force also collaborates with coastal ports as well as Puget Sound on derelict vessel issues. Regular contributors to the task force include representatives from the USCG, EPA, USACE, NOAA, DEQ, OSMB, Oregon Department of State Lands, Oregon Department of Justice, DOE, Washington DNR, and Columbia County and Multnomah County Sheriff’s Offices. Task force objectives include:

1. Inventory derelict vessels, barges, and houseboats along the Columbia and Willamette Rivers.
2. Determine derelict vessels, barges, and houseboats that pose actual or potential pollution threats and hazard to navigation.
3. Prioritize and remove all pollution, hazardous materials and navigational threats from identified derelict vessels, barges, and houseboats.
4. Conduct regular, intense, coordinated surveillance for prevention of pollution, hazardous materials, or navigational threats stemming from derelict vessels, barges, and houseboats.
5. Develop a list of law and policy areas for investigation where existing rules and policies could be changed to facilitate the reduction of current and future derelict and abandoned vessels.
6. Identify opportunities to align Washington and Oregon laws addressing derelict vessels with the goal of moving toward a consistent regulatory regime on the Columbia River.
7. Maintain effective communications with state and local agencies, Coast Guard Auxiliary, and federal partners.

9330.4.2 Vessels of Concern Database
The Derelict Vessel Task Force meets regularly and, in keeping with its objectives, maintains a Vessels of Concern database which can be accessed at the following link: https://data.oregon.gov/Natural-Resources/Vessels-of-Concern/jv7z-gwxa

Information gathered during patrols by law enforcement agencies, USCG Auxiliary, and other reporting organizations, is entered into the database and updated regularly. This information includes: Vessel ID, active/inactive status, vessel assessment scores, reporting organization information, vessel name, registration information, physical characteristics of the vessel including general condition, description of location, pollution and/or navigation threat, description of any hazardous materials onboard, owner information, patrol log, and vessel photos.

9330.4.3 Authorities Matrix
An objective of the task force was to develop a list of laws and policy that could be analyzed for possible changes. The task force members found that the authorities, jurisdictions, and funding to mitigate the consequences of derelict and/or abandoned vessels are very complex. As a result, two versions of an Authorities Matrix has been developed and are in Attachment A and B. The first is an abbreviated version that is suitable for use by the general public or others who simply want a summary of regulations that may apply. The other is very in-depth and appropriate for program managers.

The causes of dereliction and abandonment are also complex in nature. The reverse side of the abbreviated Authorities Matrix is an attempt to depict the complex life cycle of a vessel leading up to abandonment.

9330.4.4 Authorities Decision Tree
In a further effort to identify and align the complex authorities of each respective agency, a basic decision tree has been developed.
Determination of Applicable State and Federal Authorities for Submerged Wrecks

Is wreck located in State waters?

Yes

Does the State have statutory law that permits them to take action for wrecks in the vessel’s location?

Yes

State may have authority to address removal of submerged wreck.*

No

Removal of submerged wreck will unlikely occur State authority.*

No

Does the wreck pose a hazard to navigation?

Yes

Removal of wreck may be conducted under the U.S. Army Corps of Engineers authority per the River and Harbor Act of 1899.

No

Does the wreck pose a substantial threat to public health or environment?

Yes

FOSC authority may apply.**
If wreck is an abandoned barge >100 gross tons, CG has authority to remove it under the Abandoned Barge Act if removal cannot be conducted under CWA or CERCLA.***

No

Removal of submerged wreck will unlikely occur Federal authority.

* Verify State authority with State On-Scene Coordinator
** FOSC authority extends to the U.S. Exclusive Economic Zone (EEZ)
*** Reference Abandoned Vessels, COMDTINST M16465.43
9330.5 Operations
9330.5.1 Prevention

The most important way of preventing vessels from becoming ADVs in the future is early identification. One of the first indicators along the path to abandonment or dereliction is the loss of the vessel’s registration or documentation. It is incumbent upon regulatory and enforcement agencies to have strong compliance programs that monitor the registration and documentation on both recreational and commercial vessels.

In addition to early identification, it is important that responders have early communication both with the vessel's owner and with other agencies or organizations that may have an interest in the vessel or any useful information. Interagency coordination should occur at federal, state, and local levels.

Recognizing the signs of a vessel that is soon to be derelict and taking preventative measures can save a great deal of time, money, and effort. If a vessel is determined to be a “vessel of concern” it is likely to become derelict in the future. A notice should be posted on a highly visible section of the vessel that recognizes it as a vessel of concern and a letter of concern should be sent to the last known owner of the vessel within 72 hours. The letter of concern should outline why the vessel is considered a vessel of concern, vessel make/model and registration number, immediate attention required of the owner, what will happen if the owner fails to comply, and reporting officer contact information. A sample letter of concern to the owner and notice to be placed on the vessel are included as Attachment C to this chapter.

9330.5.2 Assessments
9330.5.2.1 Identification

There are various methods to identifying potential derelict vessels as vessels of concern. Responders may conduct assessments without boarding a vessel (e.g. shore or dock) if they do not have the authority to board the vessel or if safety concerns prohibit a boarding. A Site Safety Plan specific to ADV boarding is provided in Attachment D to assist responders in identifying hazards and risks prior to boarding a vessel.

Consultation with partner agencies is essential and multi-agency boardings and assessments are encouraged especially if another agency has action authority on an ADV. Responders are encouraged to conduct harbor patrols and communicate with local port directors, marina managers, and local mariners to foster situational awareness and develop partnerships for identifying these vessels and conducting assessments.

9330.5.2.2 Assessment Resources

There are a host of resources available to assist with the investigation of ADVs. The USCG maintains several vessels capable of transporting responders and investigators to the scene of a vessel. Use of these assets can be coordinated via the nearest Coast Guard Sector Command Center.
State environmental responders and law enforcement (e.g., Dept. of Environmental Protection, State Marine Patrol, and State Police) typically maintain vessels capable of investigating vessel sites as well. In particular, they have trailerable shallow draft vessels capable of getting investigators to very shallow areas not accessible from shore.

State and local law enforcement or other agencies may have dive teams available to assist with investigations of submerged ADVs.

NOAA may be able to arrange sonar surveys of wrecks. NOAA vessels constantly run surveys of coastal areas, and responders may be able to have a ship in the vicinity of a wreck divert to survey the site.

9330.5.2.3 Derelict Vessel Reporting Form and Evaluation Matrix
The Derelict Vessel Reporting Form in Attachment E can be used to assist in assessing a vessel of concern. At a minimum, responders should determine the following information on the vessel:

9330.5.2.3.1 Vessel Information
Characteristics of the vessel should be noted and documented to assist in determining owner/operator information, vessel history, and other amplifying descriptors. These include vessel name, registration number, hull type, vessel type, fuel or hazmat on-board, fuel capacity, activity on the vessel, etc….

9330.5.2.3.2 Location
Obtain a latitude/longitude for the vessel, accurate depth (if sunk), as well as a general geographic description of the area the vessel is in. Study the area and become familiar with geographic features, environmentally sensitive areas, infrastructure (including nearby piers and haul-out facilities), and port facilities that could be impacted or be of use in a response and/or removal.

Identify navigational concerns and proximity to navigational channels/byways, mooring fields, marinas, fishing co-op piers, fish pens, and any other higher traffic areas. This may affect the urgency of the response or the need to warn the public of the location of the vessel.

In the case of a grounded vessel, ascertain whether it needs to be secured to shore to keep it from drifting away on the next tide.

9330.5.2.3.3 Key Owner/Operator Information
Responders should get the name, address, and phone/cell numbers for the owner and any relevant operators if possible. Responders should have a detailed discussion with the owner and note any plans the owner may have to remove or cleanup the vessel. If an owner is unknown, responders can reach back to the Coast Guard, state and local agencies to determine ownership using their databases based on the name, hull number, registration sticker, or other
characteristics of the vessel. In the case of fishing vessels, the local Coast Guard courtesy commercial fishing vessel inspector may have detailed information on the vessel and crew.

**9330.5.2.3.4 Physical Condition**
Assess and document the physical condition on the vessel such as:
- Vessel sunk or listing
- Major damage to structure
- Visible holes in the hull or deck
- Numerous soft patches or failing patches
- Popped or missing planks

**9330.5.2.3.5 Threat of Pollution**
Identify and document the capacity of the fuel tanks, fuel vent location, and other cargo aboard that may be considered oil or HAZMAT (e.g., batteries, paint, hydraulic fluid in gear or stored, engine/generator crank case oil, propane tanks, packaged cleaners, etc.)

**9330.5.2.3.6 Public Safety**
Identify and document accessibility to the vessel to determine potential for illicit activity on-board or possibility for illegal dumping. If there is a potential for criminal activity based, responders should:
- Contact local law enforcement for any information they have regarding the vessel prior to sending investigators or responders aboard.
- Research the vessel history in federal, state, and local databases for past criminal activity or other violations.

**9330.5.2.3.7 Current or Previous Response Actions**
Harbormasters, State Marine Patrol, state environmental responders, local fire departments, as well as federal partners such as EPA, NOAA, USCG, or USACE may already have detailed information on the vessel in question. Take note of any previous, current, planned actions by the federal, state, or local government to cleanup or remove the vessel.

**9330.5.2.4 Submission of Reporting Form and Evaluation Matrix into Vessel’s of Concern Database**
Reports should be made as completely as possible using the reporting form and evaluation matrix in Attachment E. Responders may use the form for their own purposes and evaluation of vessels of concern as their status changes over time. Responders are also encouraged to enter new vessels of concern and updated information into the Vessel’s of Concern database so that other agencies may have access to up-to-date information for additional assessments or responses.
9330.5.3 Safety

9330.5.3.1 Pre-Boarding
All members of the team should conduct a Safety Brief prior to boarding one of these vessels. Upon completion, teams should review, fill in, sign the Site Safety Plan (Attachment D), and conduct an Initial Safety Inspection prior to conducting the rest of the assessment.

Teams should attempt to gain all pertinent safety information including:
- Interviewing the owner/operator
- Using agency databases such as the CG MISLE system
- Checking with local law enforcement
- Interviewing members that have gone on vessels in recent years

If illicit activity is identified, local police should be called immediately and the team will not continue with the boarding and assessment until it has been deemed safe to enter.

9330.5.3.2 Boarding
A vessel should not be boarded unless it is deemed necessary and only when qualified.
When in doubt, stay clear and make a report at your earliest convenience.

9330.5.3.2.1 General
All personnel should use level D Personal Protective Equipment (PPE) which includes: coveralls, gloves, boots/shoes (chemical resistant, composite toe), safety glasses or splash resistant goggles, and hard hat. 4-gas meters shall also be worn and if a 4-gas meter alarms all team members shall be notified and will egress the space.

Use control measures to avoid hazards including, but not limited to:
- Muscle strain
- Slip, trip, and fall
- Chemical exposure
- Cuts, punctures, etc.
- Fire
- Drowning
- Cold injury
- Heights
- Noise
- Overhead obstructions

9330.5.3.2.2 Potential Safety Problems
Many derelict vessels have a number of potential safety problems including:
HAZMAT
- Asbestos – Used in fire retardant coatings, heat, fire and acid resistant gaskets, pipe insulation, and ceiling insulation. Inhalation of asbestos fibers can cause serious illnesses, including malignant lung cancer, mesothelioma (a formerly rare cancer strongly associated with exposure to amphibole asbestos), and asbestosis (a type of pneumoconiosis). Long exposure to high concentrations of asbestos fibers is more likely to cause health problems.
- **Oils and Fuels** – Many fuel and oil products have a variety of additives, including benzene, which is a known carcinogen.

- **Lead** – A soft metal that is widely used in the production of batteries, metal products (solder and pipes), ammunition and devices to shield X-rays leading to its exposure to the people working in these industries. Use of lead in gasoline, paints and ceramic products, caulking, and pipe solder has been dramatically reduced in recent years because of health concerns but may remain on older vessels. Chronic exposure may be toxic to blood, kidneys, central nervous system (CNS). Repeated or prolonged exposure can produce target organs damage.

- Sites of criminal activity (illegal dumping, drug labs, and/or booby traps)

  - If any team member finds themselves in one of the above situations, immediately stop all movement and alert the entire group. Carefully vacate the area in the safest possible way (usually exactly as entered) and disembark the vessel. Notify local, state, and federal law enforcement.

- Uneven, wet or oiled surfaces

- These surfaces often result in slips, trips, and falls.

- Vessel instability or structural weaknesses due to natural deterioration, water currents, depths, etc.

- Disgruntled owners

- Often associated with illicit activity

- Confined spaces with little or no oxygen

- Have the potential to cause deaths due to atmospheric hazards which include oxygen-deficiency or enrichment hazards, explosive (combustible/flammable) hazards, and toxic hazards.

- Recognition of a confined space is the first step in preventing fatalities. They are typically spaces with narrow openings and very little air exchange. Signs of an oxygen deficient atmosphere include dead animals, holds that have not been accessed by humans, etc.

- Basic precautions include all team members wearing 4-gas meters to detect changes in Oxygen, Combustibles, Carbon Monoxide, and Hydrogen Sulfide. Confined spaces should be tested by a certified marine chemist or shipyard competent person prior to entry.

### 9330.5.3.2.3 Emergency Procedures

**Emergency Medical Procedures**: Do not attempt to move seriously injured personnel, call for an ambulance to come to the injured person.

**Emergency Fire Procedures**: DO NOT attempt to fight fires other than small fires. A small fire is generally considered to be a fire in the early stages of development, which can readily be extinguished with personnel and equipment in the immediate area in a few minutes time. Alert nearby personnel to call fire department. If a fire alarm is sounded, personnel shall immediately evacuate.
9330.5.4 Response Operations

9330.5.4.1 General

Following assessments, responders will need to determine what action will be taken on the ADV or vessel of concern. These may include but are not limited to:

- Leaving the vessel in place while continuing to monitor and provide updated assessments using the Reporting Form
- Securing the vessel to its location
- Securing navigations lights or markers on the vessel
- Removing the vessel from the waterway
- Removing the pollution hazard from the vessel

9330.5.4.2 Response Priorities and Key Decisions

Response priorities with regards to derelict vessels have many influencing variables. However, there are several paramount response priorities that remain constant:

- Safety of Responders and the Public
- Minimize Adverse Impacts to the Environment
- Minimize Impacts to Commerce Infrastructure
- Public Affairs Outreach
- Stakeholder/Community Engagement

Key actions and decisions by the responder will include:

- Determining Authority & Identifying funding
- Conducting the Initial Assessment/ Determining Courses of Action
- Operational Planning/Management & Execution
- Assessing Current Operations Plan & Plan Adjustments
- Public Affairs Program/Transparency of operations

9330.5.4.3 Response Actions

Should action be required on an ADV or vessel of concern the owner or operator is ultimately responsible and should fund any operations deemed necessary. However, if the owner/operator is unknown or cannot assume responsibility for the vessel or property, then local, state, and federal agencies should work together to determine the most appropriate course of action based on their authorities and resources. See the Derelict Vessel Authorities Matrix (Attachment A and B).

In the event of an imminent threat of a vessel sinking, polluting, or becoming a hazard to navigation then actions should be taken to address the threat. This may include (but is not limited to) turning on a bilge switch to prevent a vessel from sinking, deploying boom around a vessel that is sheening, or fastening additional mooring lines to a vessel that is not secure. Responders should contact the 24-hour response numbers for the appropriate federal, state, and/or local response agency.
In the event the owner or operator is taking action, responders should monitor them as appropriate for safety and environmental compliance.

**9330.5.4.3.1 ADVs with Oil and/or HAZMAT On-board**

If an ADV is actively sheening, leaking hazardous material, or is in such a condition that a pollution incident is imminent then Responders should contact the Coast Guard (for the coastal zone), EPA (for the inland zone), and respond in accordance with the Area Contingency Plan to mitigate the spill using boom, sorbents, skimmers or other collection gear may be necessary to address pollution in the water.

If a vessel has oil and/or HAZMAT on-board but does not pose a substantial pollution threat because the vessel is not actively sheening or is not yet in a condition that a pollution incident is imminent then it may be best to leave the vessel alone but continue to routinely monitor as the vessel condition changes over time.

**9330.5.4.3.2 ADVs with Contaminants On-board**

Some ADVs (particularly older ADVs) may have contaminants in the form of asbestos, lead, Polychlorinated Biphenyls (PCBs) or other contaminants on-board. Responders should practice awareness, document any potential contaminants and should refrain from entering any spaces containing contaminants. Contaminants may not be considered or defined as a hazardous material per federal regulations and therefore, may not warrant a pollution response. Responders should contact the Coast Guard (for the coastal zone), EPA (for the inland zone), and the appropriate state agency to determine the best course of action for these types of vessels.

**9330.5.4.3.3 ADVs Posing Navigation Threats**

Whether or not oil or hazmat is involved, the owner or operator may have an obligation to mark the vessel if it is a navigation hazard. Title 33 Code of Federal Regulation Part 64 addresses requirements for Hazard to Navigation and responders may consult with the local USCG Sector Waterways Management Division for assistance in this area.

Under 33 USC §414, the Army Corps of Engineers (USACE) has the authority to remove obstructions to navigation, including sunken vessels. Depending on the cost of the removal, such an operation may be approved at the District Engineer level. Certain criteria will have to be met before the USACE will undertake such an operation, responders seeking their involvement should consult with them early to ascertain if they can assist. Aside from contacting the local USACE District, guidance can be found in 33 CFR §245 and the “Memorandum of Agreement between Department of Army and U.S. Coast Guard on Responses to Marking and Removal of Sunken Vessels and Other Obstructions to Navigation (1985).”
9330. Derelict Vessel Best Management Practices

9330.5.4.3.4 ADVs on State Lands
ADV on state-owned aquatic lands required authorization from the appropriate State Lands to be legally moored. To determine if an ADV is illegally or legally on state aquatic land or submerged/submersible land for both WA and OR responders can refer to the links below:

Oregon State Lands:  
http://cms.oregon.gov/dsl/LW/Pages/waterway.aspx

Washington State Lands:  
http://www.dnr.wa.gov/BusinessPermits/Topics/ShellfishAquaticLeasing/Pages/aqr_aquatic_land_leasing.aspx

9330.5.4.3.5 ADVs at Piers, Marinas, or Private Property
Vessels abandoned or derelict at a pier or a private facility that do not pose a pollution threat or hazard to navigation are addressed by local and state authorities. Both WA and OR states have Derelict Vessel Removal programs that can facilitate the removal of an ADV and responders can refer to the links below for the processes that must be followed.

Oregon:  

Washington:  
http://www.dnr.wa.gov/recreationeducation/topics/derelictvessels/pages/aqr_derelict_vessel_removal_program.aspx

It may be a good idea to warn the pier or marina owner not to cut the vessel loose or move it to another area without permission.

9330.5.4.4 Disposal Options for ADVs
There are several considerations when determining disposal options for ADVs. Responders should work with the appropriate federal, state, and local agencies to determine authorities, resources, funding, and permitting requirements for disposing of ADVs.

9330.5.4.4.1 Leave in Place
When an ADV does not meet any agency criteria for removal or disposal then leaving the vessel in place may be the only alternative. Responders are encouraged to conduct regular assessments using the Derelict Vessel Reporting Form to monitor any changes in the condition of the ADV that may warrant a future response.

9330.5.4.4.2 Dismantling in Place
The condition or structure of an ADV may prevent it from being feasible to raise it out of the water or tow it to shipyard. It is illegal for vessel owner’s to conduct ship breaking activities except in licensed areas. If a responder is developing a
plan to dismantle an ADV in place than all appropriate federal, state, and local agencies should be consulted to ensure that all permitting requirements are met for the operation.

9330.5.4.4.3 Removal from Water
Various methods may be used to remove an ADV from the water. Cranes, crane barges, trailers, tow ropes, winches, and other equipment are available for these operations. Responders should consult with subject matter experts such as marine operators, salvage masters, and crane operators to determine the most effective removal method from the waterway. Responders should ensure that measures are in place to mitigate potential pollution from the removal prior to commencing any operation.

9330.5.4.4.4 Ship Breaking Facility
Ship breaking facilities have the equipment and expertise necessary to dispose of an ADV. However, owners and responders should ensure that ship breaking facilities are reputable and in compliance with all federal and state regulations.

9330.5.4.4.5 Ocean Dumping
The Marine Protection, Research, and Sanctuaries Act (MPRSA, also called the Ocean Dumping Act) governs transportation for the purpose of disposal into ocean waters. Per 40 CFR Part 220 – 224, the EPA may issue permits for the disposal of vessels at sea. Other agency consultations with USCG and NOAA will be required for permit approval. ADVs must meet certain environmental criteria outlined by the EPA for a permit to be issued.

9330.5.5 Points of Contact
Oregon State Marine Board:
Oregon Clean Marina Coordinator

(503)378-2836
rachelle.bullene@state.or.us

USCG:
Randy Clark, Chair DV Task Force
(503)247-4007
william.r.clark@uscg.mil

Oregon DEQ:
Scott Smith, Emergency Response Section

(503)229-5370
smith.scott@deq.state.or.us

EPA:
Richard Franklin, FOSC, Region 10
(503)326-2917
Franklin.Richard@epamail.epa.gov

Washington DOE:
David Byers, Response Manager
(360)407-6974
David.byers@ecy.wa.gov

Washington State Lands:
Nancy Marvin
(360)740-6819
nancy.marvin@dnr.wa.gov
9330. Derelict Vessel Best Management Practices

ACOE:
Eric Braun
Eric.P.Braun@usace.army.mil

NOAA:
Neal Parry, Marine Debris Division
(206)526-6949

Oregon State Lands:
Nancy Pustis, Western Region Manager
(503)986-5308
(503)378-4844 (fax)

Washington DNR:
Melissa Ferris, DVRP Manager
(360)902-1574
mellisa.ferris@dnr.wa.gov

Tami Hubert, Land Manager
Willamette Metropolitan Region
(503)986-5272

24-HOUR RESPONSE CONTACT LIST:
EPA Region 10 24/7 Emergency Response Hotline: (206)553-1263
USCG Command Center: (503)861-2242
Oregon Emergency Response (OERS): (800)452-0311
Washington Department of Emergency Management: (800)258-5990

For active oil spill response:
Active Oil Spill Reporting – National Response Center (USCG/EPA):
(800)424-8802 or at http://www.nrc.uscg.mil/
Washington Department of Emergency Management – 24 hour spill response:
(360)407-6300
To be routed to the appropriate state emergency response agency:
(800)OILS-911 (or 800-645-7911)

For hazards to navigation:
US Army Corps Engineers Portland District (for the Columbia River and other OR locations):
Casey O’Donnell (503)808-3413
Secondary: Mike Ott (503)808-4345 or (971)645-5905 [cell, after hours]
US Army Corps of Engineers (for vessels/hazards in Washington State):
John Hicks (206)764-6908 or (206)595-2750 [cell, after hours]

9330.6 Federal and State Authorities
There are a number of federal and state statutes that govern the mitigation of pollution from and the removal of abandoned vessels and wrecks that pose significant threat to the navigable waters of the U.S. For state laws, see the Derelict and Abandoned Vessel Matrix in section VIII (Reference Tools).

9330.6.1 National Marine Sanctuaries Act
Under the NMSA, the Secretary of Commerce has the authority to designate and protect areas of the marine environment with special national significance due to
their conservation, recreational, ecological, historical, scientific, cultural, archaeological, educational, or aesthetic qualities as national marine sanctuaries. The primary objective of the NMSA is to protect marine resources, such as coral reefs, sunken historical vessels, or unique habitats. Day-to-day management of national marine sanctuaries has been delegated to NOAA’s Office of National Marine Sanctuaries.

9330.6.2 Abandoned Barge Act
The Abandoned Barge Act (46 U.S.C. §4701) confers the CG authority to remove an abandoned barge under specific circumstances. The Act defines abandonment as “any barge…moored, stranded, wrecked, sunk, or left unattended for longer than 45 days.” It discusses response actions that should be taken for barges containing oil or hazmat, the initiation of civil penalties and includes removal and destruction procedures.

9330.6.3 Oil Pollution Act (OPA)
The OPA was signed into law in August 1990, largely in response to rising public concern following the Exxon Valdez incident. The Act improved the nation's ability to prevent and respond to oil spills by establishing provisions that expand the federal government's ability, and provide the money and resources necessary, to respond to oil spills. The OPA also created the national Oil Spill Liability Trust Fund, which is available to provide up to one billion dollars per spill incident.

New requirements for contingency planning both by government and industry were also included in the OPA provisions. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) has been expanded in a three-tiered approach: the Federal government is required to direct all public and private response efforts for certain types of spill events; Area Committees -- composed of federal, state, and local government officials -- must develop detailed, location-specific Area Contingency Plans; and owners or operators of vessels and certain facilities that pose a serious threat to the environment must prepare their own Facility Response Plans.

Finally, the OPA increased penalties for regulatory noncompliance, broadened the response and enforcement authorities of the Federal government, and preserved State authority to establish law governing oil spill prevention and response.

9330.6.4 Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act)
Signed into law on November 23, 1988, Robert T. Stafford Disaster Relief and Emergency Assistance Act (PL 100-707) amended the Disaster Relief Act of 1974 (PL 93-288). This Act constitutes the statutory authority for most federal disaster response activities especially as they pertain to FEMA and FEMA programs.
9330.6.5 **Rivers and Harbors Act**
The Rivers and Harbors Act (33 U.S.C. §414) provides the USACE the authority to remove vessels that pose a hazard to navigation.

The current Memorandum of Agreement (MOA) between USACE and the U.S. Coast Guard provides specific guidance on determination of hazard to navigation and appropriate corrective actions to be taken by both agencies. Operations conducted under this authority do not require the Commandant of the Coast Guard’s approval if the vessel to be removed is a hazard to navigation. These operations will be conducted under the USACE, using internal procedures to determine abandonment.

9330.6.6 **Comprehensive, Environmental Response, Compensation, and Liability Act (CERCLA)**
Response authorities directly from CERCLA (42 U.S.C. §9601) provide that whenever any hazardous substance is released or there is a substantial threat of such a release into the environment, or there is a release or substantial threat of release into the environment of any pollutant or contaminant which may present an imminent and substantial danger to the public health or welfare, the President or delegate is authorized to act, consistent with the NCP, to remove or arrange for the removal of, and provide for remedial action relating to such hazardous substance, pollutant, or contaminant at any time, or take any other response measure consistent with the national contingency plan which the President deems necessary to protect the public health or welfare or the environment.

As determined on the NCP, the Removal/Response Authority resides within the EPA for the inland zone, as agreed upon between an EPA Region and the USCG District for that particular area. The set delineation is known as Response Boundary and the geographical area as Area of Response.

In situations when a facility or vessel, which is the source of a release, is under the jurisdiction, custody, or control of other federal agency, the response authority resides within that federal agency.

9330.6.7 **Federal Water Pollution Control Act (FWPCA)**
FWPCA (33 U.S.C. §1321) as amended Federal Water Pollution Control Act and OPA 90 delegations: 33 CFR 1.01-80 Grants authority for USCG FOSC actions under the FWPCA.

As determined on the NCP and ACPs, the EPAs removal authority is equivalent to the USCG but within the inland zone, as agreed upon between an EPA Region and the USCG District for that particular area. The set delineation is known as Response Boundary and the geographical area as Area of Response. The authority is to remove or arrange for the removal of a discharge or a substantial threat of a discharge of oil or a hazardous substance into navigable waters; on the adjoining shoreline; into or on the waters of the EEZ; or that may affect natural resources of the U.S. The term navigable waters refer to traditional navigable
waters or those waters that have a “nexus” to traditional navigable waters (see *Rapanos v. United States*).

The Removal Authority comes from the CWA §311(c), 33 USC §1321, as amended by OPA §4201, and in accordance with the NCP to:

- Remove or arrange for the removal of a discharge, and mitigate or prevent a substantial threat of a discharge, at any time;
- Direct or monitor all federal, state and private actions to remove a discharge; and
- Remove and if necessary, destroy a vessel discharging, or threatening to discharge, by whatever means are available.

This Authority has been delegated to the EPA Administrator under EO 12777, then re-delegated to the EPA Regional Administrators (RAs) and the AA for OSWER (see EPA TN 312-2-89). The RAs have re-delegated the authority to the Regional Division Directors that manage the Removal Programs and in most cases re-delegated directly to the individual FOSCs.

In cases where “destroy” is the alternative for a vessel within the inland zone, the EPA have referred the lead to the USCG or the USCE due to potential “takings” liability. The USCG or USCE can then proceed using other statues and authorities (*see 3.2.1 above*). In addition, although this authority applies to a discharge or threat of a discharge of both oil and hazardous substances, in the case of hazardous substances the CWA does not provide for a funding mechanism, so those discharges or threats should be carried out under CERCLA.

### 9330.6.8 Clean Water Act

The Clean Water Act (*33 U.S.C. §1251*) general removal requirements:

1. That removal actions or preventative measures are carried out in accordance with the NCP and local ACPs.
2. Requires effective and immediate removal of a discharge, and mitigation or prevention of a substantial threat of discharge of oil or hazardous substances into navigable waters or on adjoining shorelines to navigable waters, that may affect natural resources of the US.
3. Provides for these removal, mitigation or preventative actions at any time and for the direction of federal, state and private actions to remove a discharge.
4. Specifically grants authority to remove or destroy a vessel that is discharging or threatening discharge by whatever means are available.

The CWA provides specific removal requirements for discharges or threat of discharges posing a substantial threat to public health or welfare. EPA authorities can be exercised if there is a *discharge* or threat of a discharge of oil and/or a hazardous substance, or a *release* or threat of a release of a hazardous substance, or pollutant or contaminant.
9330.6.9 Ocean Dumping Act
The Ocean Dumping Act (33 U.S.C. §1401) is a policy of the United States to regulate the dumping of all types of materials into ocean waters and to prevent or strictly limit the dumping into ocean waters of any material which would adversely affect human health, welfare, or amenities, or the marine environment, ecological systems, or economic potentialities.

9330.6.10 Salvage Facilities Act
Following World War II Congress enacted the Salvage Facilities Act (P. L. 80-513, 10 U.S.C. §§ 7361-7367) which includes the following objectives:
- To provide salvage resources to protect the redeployment of government-owned war materiel on chartered ships (but not in excess of national defense needs).
- To foster (but not subsidize) the commercial salvage industry.
- To allow (but not require) the Navy to render salvage services to private vessels when commercial salvors are not available, charging for those services to support the Navy’s Salvage facilities.

9330.6.11 Intervention on the High Seas Act (IHSA)
The International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties was drafted in 1969 and allows a coastal nation to take defensive action against a vessel on the high seas where pollution by oil is threatened.

The United States has implemented the Intervention Convention by the Intervention on the High Seas Act (33 U.S.C. §1471). The enactment tracks the Convention language as to action which may be taken in the case of imminent danger to the coastline or related interests of the United States from pollution or threat of pollution. The measures taken to abate the pollution shall be proportionate to the damage, actual or threatened, and, if they are not, the U.S. shall be liable for damages. It is noted that the revolving fund established under the Clean Water Act is available for intervention activities.

The act gives the Coast Guard intervention authority in circumstances when a ship is threatening to spill crude oil, fuel oil, diesel oil, or lubricating oil into the seas. The U.S. Coast Guard has the authority to take measures on the high seas to mitigate such dangers.

The Secretary, after consultation with the EPA administrator and the Secretary of commerce, is allowed to expand the list of substances to that which is beyond the Intervention Convention. The Secretary is charged with coordinating and directing all public and private efforts designed to remove or eliminate the threatened pollution; to undertake the whole or any part of any salvage operation of the polluting vessel; and to remove and destroy the ship and the cargo which is the source of the damage.
Before intervening, the Secretary of the Treasury must get the Secretary of State to consult with the flag country of the ship involved. Also, the Secretary must consult with any other agency or persons whose interests can be reasonably expected to be affected by the proposed measures, except in cases of extreme emergency. The United States shall pay damages for measures which exceed those which are reasonably necessary, and the jurisdiction is in the United States Court of Federal Claims. The Oil Spill Liability Trust Fund shall be available to the Secretary for actions taken under this section.

9330.6.12 National Oil and Hazardous Substances Pollution Contingency Plan (NCP)

OPA-90 and the National Contingency Plan (40 CFR 300) are clear as to response authorities, specifically noting authority to address as well as to remove if necessary in an effort to mitigate “Substantial threats” to public health, welfare, environment. The NCP, under 40 C.F.R. § 300.3(b), specifically states its purpose as: “[Providing] for efficient, coordinated, and effective response to discharges of oil and releases of hazardous substances, pollutants, and contaminants in accordance with the authorities of CERCLA and the CWA. It provides for:… (b)(3): Procedures for undertaking removal actions pursuant to section 311 of the CWA.”

The FOSC is further directed to arrange for the removal, by whatever means necessary, any substantial threat of discharge (including from a wreck) that may pose a significant threat to the public health or welfare of the United States (including the environment and its resources) (Id. § 300.305(d)(1)-(2)).

NCP’s national response priorities (40 C.F.R. § 300.317) state specifically that for the purposes of stabilizing the situation to prevent the threat from worsening, FOSC should ensure proper measures are taken to secure the source of the spill and remove any remaining oil to prevent additional discharge, minimize any need for continued response action in the future, and lessen the impacts to the environment. In most oil spill response and removal cases, an FOSC will have an identifiable Responsible Party and will in such case be responsible to monitor the response actions of the Responsible Party, providing oversight however necessary.

9330.6.13 Revised Code of Washington (RCW) 79.100.030

RCW 79.100.030 grants an authorized public entity the authority to “store, strip, use, auction, sell, salvage, scrap, or dispose of an abandoned or derelict vessel” that is located on the lands within the jurisdiction of that entity. This disposal must be done in an environmentally sound manner and in accordance with all applicable laws. The owner of the vessel retains primary responsibility for the removal of the vessel.

9330.6.14 RCW 79.100.040 (3)(a)

Under RCW 79.100.040, section 3a, any authorized public entity may tow, beach, or otherwise take temporary possession of the vessel if the owner of the vessel
cannot be located or is unwilling or unable to assume immediate responsibility for the vessel and the vessel is either in immediate danger of sinking, breaking up, or blocking navigational channels; or poses a reasonably imminent threat to human health or safety, including a threat of environmental contamination.

**9330.6.15 Oregon Revised Statute (ORS) 830.914**
Under ORS 830.914, a removing authority may take immediate custody of a boat, floating home, or boathouse that is “disabled, abandoned or left unattended” on state waters and that constitutes a hazard or obstruction to other boats, floating homes, or boathouses using the waterway.

**9330.6.16 ORS 830.912**
In addition to any authority granted in ORS 830.914, under ORS 830.912 a removing authority has the power to remove and take into custody a boat, floating home, or boathouse when the removing authority has reason to believe it is abandoned and it is left on state waters or on public or private property for longer than 48 hours without permission of the property owner.
Attachment A: Abbreviated Authorities Matrix
### Federal and State Authorities Regarding Derelict Vessels

<table>
<thead>
<tr>
<th>Region</th>
<th>Registration</th>
<th>Definition of Abandoned</th>
<th>Immediate Custody Taken By Agency</th>
<th>Permanent Custody Taken By Agency</th>
<th>Disposal</th>
<th>Liability</th>
<th>Funding</th>
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<tbody>
<tr>
<td><strong>Federal</strong></td>
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<td>- River and Harbor Act of 1899 Removal authorized for obstructions to the navigable waterway under emergency conditions if owner can not or will not. Removal authorized under Comprehensive Environmental Response, Compensation, and Liability Act or Oil Pollution Act 90 if it is the only way to mitigate pollution.</td>
<td>River and Harbor Act, Section 19 if navigable waters obstructed for ≥30 days or if abandonment can be established in less time the object shall be broken up, removed, or sold.</td>
<td>River and Harbor Act, Section 19 Removal may begin immediately after the formal notification process.</td>
<td>47 United States Code 4701 Removal of abandoned barges at owner’s expense is authorized after notice of 30 days.</td>
<td>33 United States Code 407, 408, 409, 414 $25,000/day and/or imprisonment ≥ 30 days but &lt; 1 year</td>
<td>Funding available to secure hazard to navigation to closest safe refuge and for removal of pollution only. Funding for pollution removal comes from the Oil Spill Liability Trust Fund or Superfund.</td>
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<tr>
<td><strong>Washington</strong></td>
<td>All vessels must be registered that are &gt;16 feet and have a motor &gt;10 HP.</td>
<td>79.100.010 A vessel that is left, moored, or anchored in the same area without express consent for &gt;30 consecutive days or for a total of 90 days in a 365-day period.</td>
<td>79.100.040 Notice of intent to take custody of known registered owner at least 20 days prior. Post notice on vessel at least 30 days, publish notice ≥ 20 days but &lt;20 days in a newspaper of general circulation for the county, and post on department’s internet website prior to taking custody.</td>
<td>79.100.050 After being taken into custody a vessel may be disposed of in any appropriate manner without further notice.</td>
<td>79.100.060 All removal, clean up, disposal, and administrative costs</td>
<td>46 United States Code 4705 Liable for $1,000/day</td>
<td>May remove barge if cost is less than benefit.</td>
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<tr>
<td><strong>Oregon</strong></td>
<td>All motorized vessels and sailboats that are 12 feet and longer must be registered.</td>
<td>830.909 A vessel that is left on public property, or private property without the permission of the landowner.</td>
<td>830.914 Immediate custody is authorized if a vessel is abandoned or unattended and constitutes a hazard to other boaters or floating homes using the waterway.</td>
<td>830.912 After providing notice per ORS 830.917 by affixing notice to boat or floating home, a removing authority may take a vessel into custody if it is believed to be abandoned and if it was left without permission of the property owner for 48 hours.</td>
<td>830.927 If the vessel is not reclaimed within 60 days of being taken into custody, it shall be disposed of by the removing authority.</td>
<td>33 United States Code 407, 408, 409, 414 $25,000/day and/or imprisonment ≥ 30 days but &lt; 1 year</td>
<td>Responsibility for costs lies with the owner. If attempts to collect from owner have been exhausted and unsuccessful, then requests to Abandoned Vessel Fund can be made.</td>
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<td><strong>Oceans Act</strong></td>
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<td><strong>Coastal and River Act</strong></td>
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<td><strong>Harbor Act</strong></td>
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<td><strong>ORC 4705</strong></td>
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<td><strong>Pollution Control Act</strong></td>
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<td><strong>Comprehensive Environmental Response, Compensation, and Liability Act</strong></td>
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<td><strong>Oil Pollution Act</strong></td>
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<td><strong>47 United States Code 4701</strong></td>
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Complicating Factors

- No funds for clean up
- Arduous reimbursement process
- Different laws for Feds and each state
- No dedicated investigators
- Basel Convention
- Cost of Disposal
- Scrap Metal Prices
Attachment B: In-Depth Authorities Matrix
## Derelict & Abandoned Vessel Matrix

<table>
<thead>
<tr>
<th>Agency</th>
<th>Registration</th>
<th>Geographic Area</th>
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<td>OR</td>
<td>All motorized boats, regardless of length or type, must be titled and registered in Oregon.</td>
<td>All state waters including: all inland waters; coastal out to 3 miles and bank to bank of the Columbia River</td>
<td>ORS 830.383 or 830.909 - A person commits the offense of abandoning a boat, floating home or boathouse if the person leaves a boat, floating home or boathouse on the waters of this state or upon any public or private property except with the permission of the property owner, or at an established or attended moorage or in any area leased for occupation by the Department of State Lands under ORS chapter 274.</td>
<td>After providing notice required under ORS 830.917, a removing authority may take a boat, floating home or boathouse into custody and remove the boat, floating home or boathouse if: (a) The removing authority has reason to believe the boat, floating home or boathouse is abandoned; and (b) The boat, floating home or boathouse is left on the waters of this state or upon public or private property for a period in excess of 48 hours without permission of the property owner or authorization by statute or local ordinance.</td>
<td>ORS 98.245 &quot;Unclaimed property&quot; means personal property that was seized by a removing authority as evidence, abandoned property, found property or stolen property, and that has remained in the physical possession of that removing authority for a period of more than 60 days following conclusion of all criminal actions related to the seizure of the evidence, abandoned property, found property or stolen property, or conclusion of the investigation if no criminal action is filed.</td>
<td>830.909 The owner of the boat, floating home or boathouse as shown by the records of the State Marine Board shall be considered responsible for the abandonment of the boat, floating home or boathouse in the manner prohibited by this section and shall be liable for the cost of removal, cleanup and disposition of the abandoned boat, floating home or boathouse.</td>
<td>830.990 A person who violates ORS 830.383 or 830.909 commits a Class B misdemeanor</td>
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<td>WA</td>
<td>All vessels are req’d to be registered unless &lt; 16 ft &amp; have a motor &lt; 10 HP &amp; operated or moored on non-federal waters (inland lakes).</td>
<td>All state waters including: all inland waters; coastal out to 3 miles and bank to bank</td>
<td>79.100.010 &quot;Abandoned vessel&quot; means a vessel that has been left, moored, or anchored in the same area without the express consent, or contrary to</td>
<td>79.100.040 (3)(a) If a vessel is: (i) In immediate danger of sinking, breaking up, or blocking navigational channels; or (ii) poses a reasonably imminent</td>
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<td>79.100.040 (3)(a)</td>
<td>79.100.040 (a) Mail notice of its intent to obtain custody, at least twenty days prior to taking custody, to the last known address of the previous owner to register the vessel in any state or with the federal government and to any lien holders or secured</td>
<td>79.100.050 (1) After taking custody of a vessel, the authorized public entity may use or dispose of the vessel in any appropriate and environmentally sound</td>
<td>79.100.060 (1) The owner of an abandoned or derelict vessel is responsible for reimbursing an authorized public entity for all reasonable and audible costs associated with the removal or disposal of the owner’s vessel under this chapter. These costs include, but are not limited to, costs incurred exercising the authority granted in RCW</td>
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| of the Columbia River | | | the rules of, the owner, manager, or lessee of the aquatic lands below or on which the vessel is located for either a period of more than thirty consecutive days or for more than a total of ninety days in any three hundred sixty-five-day period, and the vessel's owner is: (a) Not known or cannot be located; or (b) known and located but is unwilling to take control of the vessel. For the purposes of this subsection (1) only, "in the same area" means within a radius of five miles of any location where the vessel was previously moored or anchored on aquatic lands. | threat to human health or safety, including a threat of environmental contamination; and (iii) the owner of the vessel cannot be located or is unwilling or unable to assume immediate responsibility for the vessel, any authorized public entity may tow, beach, or otherwise take temporary possession of the vessel. | (b) Post notice of its intent clearly on the vessel for thirty days and publish its intent at least once, more than ten days but less than twenty days prior to taking custody, in a newspaper of general circulation for the county in which the vessel is located; and (c) Post notice of its intent on the department's internet web site on a page specifically designated for such notices. If the authorized public entity is not the department, the department must facilitate the internet posting. | manner without further notice to any owners, but must give preference to uses that derive some monetary benefit from the vessel, either in whole or in scrap. If no value can be derived from the vessel, the authorized public entity must give preference to the least costly, environmentally sound, reasonable disposal option. Any disposal operations must be consistent with the state solid waste disposal provisions provided for in chapter 70.95 RCW | 79.100.030, all administrative costs incurred by the authorized public entity during the procedure set forth in RCW 79.100.040, removal and disposal costs, and costs associated with environmental damages directly or indirectly caused by the vessel. An authorized public entity that has taken temporary possession of a vessel may require that all reasonable and ascertainable costs associated with the removal of the vessel be paid before the vessel is released to the owner. 79.100.110 A person who causes a vessel to become abandoned or derelict upon aquatic lands is guilty of a misdemeanor. Public Nuisance RCW Chapter 9.66: Provides for criminal charges for "public nuisances" as defined in RCW 9.55.010. None of the definitions is a 100% shoe-in for the scuttling of a vessel, assuming the water is deep enough for the vessel to not actually interfere with surface navigation. Even if scuttling is viewed as a criminal public nuisance, the crime is a simple misdemeanor punishable by a maximum of 90 days in jail and/or $1000 fine. Malicious Mischief RCW Chapter 9A.48: Provides for criminal charges for malicious mischief. RCW 9A.48.070 states, in part: "A person is guilty of malicious mischief in the first degree if he knowingly and maliciously: (a) Causes physical damage to the property of another in an amount exceeding one thousand five hundred dollars..." If an agency can prove that the scuttling of the vessel physically damaged public property over that dollar amount, you have a strong case. How one quantifies such damage to bedlands may be problematic. An agency could claim that the cost of removing the vessel should be included as physical damage to the state's bedlands. A defense attorney could argue that the cost of removing a derelict does not constitute "physical damage to the property of another." If you
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<td>ACOE</td>
<td>N/A</td>
<td>All Federally designated &amp; maintained navigable waters.</td>
<td>While there is no direct definition of a derelict or abandoned vessel the River and Harbor Act, Sec. 15. Does state: That it shall not Sections 15, 19, and 20 of the River and Harbor Act of 1899, as amended, authorizes the USACE to remove sunken vessels or other obstructions from</td>
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<td>could get a conviction on first degree malicious mischief, it is a class B felony. Even as a class B felony, the standard sentencing range for someone convicted of this particular crime, assuming no prior criminal history, is from 0 to 90 days. (Sentencing grid at RCW 9.94A.510 in conjunction with seriousness level tables at RCW 9.94A.515, level II). The court could impose a fine of up to $20,000 dollars. RCW 9A.20.021(b).</td>
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<td>SECTION 19. (a) That whenever the navigation of any river, lake, harbor, sound, bay, canal, or other navigable waters of the United States shall be obstructed or endangered by any sunken vessel, boat, watercraft, raft, or</td>
<td></td>
<td></td>
<td>Criminal Trespass: None of the criminal trespass statutes seem to fit, because they all speak of the defendant's &quot;person&quot; entering the premises, and none of the statutes seem to allow a criminal trespass action based upon personal property wrongfully being deposited on somebody else's land. See RCW 9A.52.010 (definitions); RCW 9A.52.070 - 080 (elements of trespass).</td>
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<td>Section 19. PROVIDED, that in his discretion, the Secretary of War may cause reasonable notice of such obstruction of not less than thirty days, unless the legal abandonment of the</td>
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<td>Environmental crimes: RCW 90.48.140 defines as a crime one's intentional violation of any provision of RCW Chapter 90.48 (Water Pollution Control Act) or of RCW Chapter 90.56 (Oil and Hazardous Substance Spill Prevention and Response). Each day of violation can be construed as another violation. To the extent a scuttled vessel contains any pollutants on-board that are released to the environment, this is a possible option. RCW 90.48.140 doesn't classify the crime, but it provides for a maximum $10,000 fine and up to one year in jail, which makes it a gross misdemeanor. It is unclear whether the scuttling of a vessel that has no hazardous substances on board could still constitute the basis for a violation under RCW 90.48.140.</td>
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<td>Section 15. And whenever a vessel, raft or other craft is wrecked and sunk in a navigable channel, it shall be the duty of the owner, lessee, or operator of such sunken craft to immediately mark it with a buoy or beacon during the day and a lighted lantern at night, and to maintain such marks until the sunken</td>
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<td>EPA</td>
<td>N/A</td>
<td>Limited to CWA, 33 U.S.C. §1251 &amp; CERLA,42</td>
<td>Does not speak to vessels but does for discharges of pollutants</td>
<td>Same as USCG in their jurisdiction and in accordance with Water Pollution Control Act</td>
<td>Obstruction can be established in a less time, to be given by publication, addressed “To whom it may concern”, in a newspaper published nearest to the locality of the obstruction, requiring the removal thereof;</td>
<td>Craft is removed or abandoned, and the neglect or failure of the said owner, lessee, or operator so to do shall be unlawful; and it shall be the duty of the owner, lessee, or operator of such sunken craft to commence the immediate removal of the same, and prosecute such removal diligently, and failure to do so shall be considered as an abandonment of such craft, and subject the same to removal by the United States as provided for in sections 411 to 416, 418, and 502 of this title.</td>
<td>33 USC 415 If the owner or operator fails to begin removal or to secure the vessel pending removal or fails to complete removal on an expedited basis, the Secretary of the Army shall remove or destroy the vessel using the summary removal procedures under subsection (a) of this section. (c) Liability of owner, lessee, or operator The owner, lessee, or operator of such vessel, boat, watercraft, raft, or other obstruction as described in this section shall be liable to the United States for the actual cost, including administrative costs, of removal or destruction and disposal as described which exceeds the costs recovered under subsection (a) of this section.</td>
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<td>USCG</td>
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<td>Vessels of five net tons or more used in fishing activities on navigable waters of the U.S. or in the Exclusive Economic Zone (EEZ), or used in coastwise trade must be documented unless the vessel is exempt from documentation. Coastwise trade is generally defined as the transportation of merchandise or passengers between points in the U.S. or the EEZ and points in the U.S. and dredges operating in the U.S. or the EEZ must be documented.</td>
<td>USC 9601. Inland areas in agreement w/the USCG Usually first bridge inland of bays, rivers &amp; streams</td>
<td>16 USC 32. Authorizes seizure &amp; forfeiture of vessels harming sanctuary resources</td>
<td>Sec. 4704. Removal of abandoned barges</td>
<td>Potentially all removal costs plus NRDA and fines under 33USC 415 and 46 USC 4705</td>
<td>Every person and every corporation that shall violate, or that shall knowingly aid, abet, authorize, or instigate a violation of the provisions of sections 407, 408, 409, 414, and 415 of this title shall be guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of up to $25,000 per day, or by imprisonment (in the case of a natural person) for not less than thirty days nor more than one year, or by both such fine and imprisonment, in the discretion of the court, one-half of said fine to be paid to the person or persons giving information which shall lead to conviction (same as ACOE)</td>
</tr>
<tr>
<td>NOAA</td>
<td>N/A</td>
<td>Within Sanctuary boundaries,</td>
<td>33 USC 1321 and/or the Comprehensive Environmental Response, Compensation, and Liability Act 42 USC 9601</td>
<td>See previous two columns</td>
<td>See previous Column</td>
<td>46 USC 4705</td>
<td>Thirty days after the notification procedures under section 4704(a)(1) are completed, the Secretary may assess a civil penalty of not more than $1,000 for each day of the violation against an owner or operator that violates section 4702. A vessel with respect to which a penalty is assessed under this chapter is liable in rem for the penalty.</td>
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**Comdtinst M16465.43**: any craft designed for navigation that has been moored, stranded, wrecked, sunk or left unattended for longer than 45 days. 47 USC 4701 (Abandoned Barge Act): to moor, strand, wreck, sink, or leave a barge of more than 100 gross tons for longer than 45 days. If there is no threat of oil or hazardous materials only the Commandant can authorize removal and thus authorize custody action. If it is determined that the derelict poses a hazard to navigation it the ACOE has removal authority under Sections 15, 19, and 20 of the River and Harbor Act of 1899 and codified in 33 CFR 245. If under 47 USC 4701, 5 criteria must be met: Owner not ID’ed; not authorized under CWA or CERLA. No Haz to Nav; significant threat to public health, safety or welfare that can’t be abated any other way; threat justifies the cost of removal.

**Sec. 4704. Removal of abandoned barges**: (a)(1) The Secretary may remove a barge that is abandoned after complying with the following procedures: (A) If the identity of the owner or operator can be determined, the Secretary shall notify the owner or operator by certified mail (i) that if the barge is not removed it will be removed at the owner's or operator's expense; and (ii) of the penalty under section 4703. If the vessel owner is known and if the circumstances do not require imminent action; the owner must be notified by certified mail 30 days prior to removal (Comdtinst M16465.43).

**Removal may begin immediately after the formal notification process.**

**The USCG may also use provisions f the River and Harbor Act for removal actions.**

**See previous two columns**
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<td>Vessels that do not operate on the navigable waters of the U.S. or in the fisheries in the EEZ, are exempt from the requirement to be documented. Also exempt are Coastwise qualified, non-self-propelled vessels used in coastwise trade within a harbor, on the rivers or lakes (except the Great Lakes) of the U.S. or the internal waters or canal of any state.</td>
<td></td>
<td>If a substantial threat of oil pollution (33 U.S.C. §1251) or hazardous materials pollution (42 USC 9601) exists and the only way to mitigate the threat is by removal or destruction of the vessel &amp; the owner/operators have not taken corrective action then the USCG may take immediate action to remove or destroy the vessel</td>
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<td>Violations for pollution are in accordance with Water Pollution Control Act 33 USC 1321 and/or the Comprehensive Environmental Response, Compensation, and Liability Act 42 USC 9601</td>
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**18 USC 111**<br>Sec. Destruction of vessel by owner<br>Whoever, upon the high seas or on any other waters within the admiralty and maritime jurisdiction of the United States, willfully and corruptly casts away or otherwise destroys any vessel of which he is owner, in whole or in part, with intent to injure any person that may underwrite any policy of insurance thereon, or any merchant that may have goods thereon, or any other owner of such vessel, shall be imprisoned for life or for any term of years.
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<td>NPS</td>
<td>N/A</td>
<td>Within National Park System Designated Boundaries.</td>
<td>Abandoned Shipwreck Act (43 U.S.C. 2101-2106). Abandoned shipwreck means any shipwreck to which title voluntarily has been given up by the owner with the intent of never claiming a right or interest in the future and without economic zone; or (iv) that may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States.</td>
<td>16 USC Part 1 Park System Resource Protection Act</td>
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<td>Vesting ownership in any other person. By not taking any action after a wreck incident either to mark and subsequently remove the wrecked vessel and its cargo or to provide legal notice of abandonment to the U.S. Coast Guard and the U.S. Army Corps of Engineers, as is required under provisions in the Rivers and Harbors Act (33 U.S.C. 409), an owner shows intent to give up title. Such shipwrecks ordinarily are treated as being abandoned after the expiration of 30 days from the sinking.</td>
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<td><strong>33 U.S.C. § 2701</strong> Abandonment. - In the case of an abandoned vessel, onshore facility, deepwater port, pipeline, or offshore facility, the persons who would have been responsible parties immediately prior to the abandonment of the vessel or facility.</td>
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Attachment C: Sample Letter of Concern
Dear Mr./Mrs. ________:

The ______________ agency name ______________ has the authority to act in situations of derelict or abandoned vessels. Through past experience, our agency has found that vessels exhibiting certain known conditions of neglect have a greater tendency to become derelict and threaten both marine safety and the environment.

You have been identified as the last known legal owner or operator of the following vessel:

Make: ___________________________________    Model: ___________________________
Registration Number: _______________________  Hull ID Number: ___________________

Our agency has observed conditions that indicate this vessel is of concern. The vessel has been entered into the Vessel of Concern Database. Some of the vessel’s present conditions may be a violation of federal and/or state laws. Please review the following list of conditions and make every effort to bring your vessel out of this Vessel of Concern status. Failure to do so may cause your vessel to further deteriorate and become derelict under law. Should this occur, you may face civil or criminal charges, fines, and other penalties imposed with a derelict or abandoned vessel. All costs incurred in the removal of any abandoned or derelict vessel shall be recoverable against the owner/operator thereof.

Your attention to the following is needed immediately:

[ ] Excess Marine Growth  [ ] Vessel is in Danger of Breaking its Mooring
[ ] Helm Appears Inoperative  [ ] No Current Registration Decal Displayed
[ ] Vessel is Being Dismantled  [ ] No Apparent Method of Propulsion
[ ] Vessel is Listing  [ ] Vessel Interior is Exposed to the Elements
[ ] Vessel is Sinking  [ ] Vessel is Subject to Vandalism and/or Trespass
[ ] Vessel is Aground  [ ] Vessel is Trespassing on Private or Public Submerged Lands
[ ] Anchor Light Inoperative or Missing  [ ] Being Used as a Storage Barge
[ ] Other: ______________________________

Please contact the number listed below in reference to this matter and to advise of your plan to address this situation, or if you have any questions. Your immediate attention to this matter would be greatly appreciated.

Officer’s name
Agency
Street Address
City, State, Zip
( xxx)-xxx-xxxx ext. xxx
This vessel has been identified by ___________ agency name ___________ as a “Vessel of Concern” and is in danger of becoming a derelict vessel. It has been entered into the Vessel of Concern Database.

Your Attention to the Following is Needed Immediately:

☐ Improper, no, or non-working anchor light/hazard to navigation

☐ Vessel is barnacle laden or heavily covered in other growth

☐ Vessel is being neglected, not maintained, subject to vandalism, or is unable to be used as originally intended

☐ Vessel interior is exposed to the weather

☐ Vessel is listing

☐ Vessel is aground

☐ Vessel is in danger of breaking its mooring

☐ Vessel is sinking

☐ Other ____________________________ ____________________________ ____________________________

If your vessel is not brought into compliance, it may be subject to removal at your expense.

Please contact the number listed below when corrections have been made or if you have any questions:

Agency Name ___________________________ Phone ____________________

Officers Name (please print) __________________________________________
Attachment D: Site Safety Plan for ADV Boarding
All Parties from the Task Force Assessment Team must have a site safety brief and review the site safety plan and sign name and agency below. Designated Task Force Team Leader and Safety Officer should be noted.
Contents

A. Introduction
B. Site Description
C. Site Control
D. Hazard Evaluation
E. Engineering Controls and PPE
F. Emergency Procedures
G. Communication

APPENDIX A: Chemical Hazard Sheets MSDS

APPENDIX B: Hospital Directions
A. Introduction:

The first priority is any operation is safety. Many abandoned and/or derelict vessels have a number of potential safety problems. They could include

a. Hazardous Materials (asbestos, ammonia, various solvents, etc.),

b. Unknown hazmat in association with illegal dumping or drug labs

c. Booby traps associated with illegal activity

d. Slips, trips and falls associated with uneven, wet or oiled surfaces

e. Structural weaknesses due to natural deterioration or damage, water currents and depths

f. Vessel Stability

g. Disgruntled owners or illegal activity

h. Confined spaces with little or no oxygen

It is imperative that any person boarding one of these vessels shall do so as safely as possible and ensure that all members of the team conduct a Safety Brief prior to boarding. Then review, fill in, sign the Site Safety Plan, and conduct an Initial Safety Inspection prior to conducting the rest of the assessment. Teams should attempt to gain all pertinent safety information necessary before boarding any vessel to include: interviewing owner/operator, using agency databases such as the CG MISLE system, checking with local law enforcement, interviewing members that have gone on vessels in recent years.

B. Site Description

Provide the following information:

a. Vessel/Barge/House Name:

b. Location:

c. Known Hazards:

i. Oil:

ii. Chemicals:

iii. Contaminates:

iv. Stability:

v. Structure:

vi. Illicit Activity History:

vii. Other: ______________________________________________________________

d. Weather Related: _______________________________________________________

i. Slips, Trips, Falls: _______________________________________________________

ii. Additional Hazards: ____________________________________________________

e. Surrounding population: ____ industrial, ____ residential
f. Topography: __rocky, __sandy beach, __docks, __cliffs, __marshes, _other:______________

g. Initial Safety Inspection Results:
___________________________________________________________________________
___________________________________________________________________________
___________________________________________________________________________

C. Site Control

Access to the Site:

Access to the site should be assessed to determine any illicit or unsafe activity prior to boarding the vessel, barge, or houseboat. If illicit activity is identified, local police should be called immediately and the team will not continue with the boarding and assessment until it has been deemed safe to enter. If access to the vessel, barge, or houseboat is deemed unsafe then the team shall determine and implement any mitigation strategies to ensure safe access or they shall not use the access until another method is identified.

Pre-boarding Procedures:

If possible obtain and review vessel diagram, pictures, and any agency documentation to thoroughly identify any potential risks from the vessel prior to boarding. When security concerns due to vessels history arise, a security sweep of the vessel should be conducted by a law enforcement agency prior to the Task Force Boarding. No personal shall board a vessel, barge, or houseboat without subscribing to this or another approved Site Safety and Health plan. All personnel must have adequate training in hazardous waste operations safety and health. The Lead Task Force Member and Safety Officer shall be designated and documented next to their names on the Site Safety Plan.

Prior to boarding, the team should assess the vessel for structural Integrity and stability. This should include looking at the hull condition.

Boarding Procedures

It should be clear to the Task Force Assessment Team who besides the team and owner will be accessing the vessel, barge, or houseboat. The Task Force Assessment Team should stay in one group with the owner/operator (if available).

D. Hazard Evaluation

General Hazards: The following controls shall be observed on site:

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<tr>
<th>Hazard</th>
<th>Sources</th>
<th>Control Measures</th>
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<tbody>
<tr>
<td>Muscle Strain</td>
<td>Lifting Heavy Equipment</td>
<td>Use mechanical devices for handling materials greater than 60lbs. when possible. Use proper lifting techniques. Use buddy system.</td>
</tr>
</tbody>
</table>
| Slip, Trip, & Fall          | Oily/wet surfaces, debris, rotting decks, traversing over multiple vessels | Use caution, buddy system, flag or mark hazards, & maintain good housekeeping  
|                           |                                                                         | Remember to maintain situational awareness while onboard vessel/barge/houseboat. |
| Chemical Exposure          | Diesel fuel and fumes                                                    | Perform air monitoring to assure work operations occur only in “clean” areas.  
|                           |                                                                         | Do not enter Confined Space areas.                                          |
| Cuts, punctures, etc.      | Sharp edges, scrap metal, rigging cables, and metal clad hoses           | Watch where you are walking and putting your hands. Wear leather gloves during operations. |
| Fire                       | Sparks from tools, equipment, and static electricity in the presence of flammable liquids/vapors | Eliminate sources of ignition from the work area. Have appropriate fire extinguishers in work areas.  
|                           |                                                                         | Store flammable liquids in well-ventilated areas.  
|                           |                                                                         | No smoking.                                                                  |
| Drowning                   | Falling into water from edge of vessel or while on boat transfer         | Limit risky activity near areas of potential falls into the water.           
|                           |                                                                         | Wear a Coast Guard approved PFD at all times while onboard vessel/barge/houseboat or near waters edge. |
| Cold injury                | Air & water                                                              | Wear appropriate cold weather gear and foul weather gear as required. Boat crew to use Anti-Exposure Suit and Survival Vest (Water temperature above 50°F). |
| Heights                    | Vessels, ladders, etc...                                                 | Use caution and avoid unsafe areas, identify special equipment that may be needed (lanyards, safety nets, harness, etc). |
| Noise                      | Prime mover, cranes, etc...                                              | Hearing protection required when working around loud equipment. Ensure personnel are aware of hearing protection requirements. |
| Overhead Obstructions      | Falling hazards from above including cranes                              | Avoid such areas and wear hardhat when fall hazard are present.             |
Confined Space Hazards:

**Composition**: A confined space has limited or restricted means for entry or exit, unfavorable or inadequate ventilation, and is not designed for continuous human occupancy. Confined spaces include, but are not limited to underground vaults, tanks, storage bins, manholes, pits, silos, process vessels, and pipelines. Confined spaces may be encountered in many parts of vessels, tanks, and barges; therefore, their recognition is the first step in preventing fatalities.

**Hazard Description**: Confined spaces can cause deaths due to atmospheric hazards which include oxygen-deficiency or enrichment hazards, explosive (combustible/flammable) hazards, and toxic hazards. Confined spaces have the potential to contain a serious atmospheric hazard and should be tested by a certified marine chemist or shipyard competent person prior to entry.

**Basic Precaution**: Team members should look for signs of an oxygen deficient atmosphere such as dead birds in a corner, holds that have not been accessed by humans, or .... 4-gas meters shall also be worn by Task Force members detect for changes in Oxygen, Combustibles, Carbon Monoxide, and Hydrogen Sulfide. If the 4-gas meter alarms all team members shall be notified and will egress the space. If the team still needs to access the space then a marine chemist will need to be hired to test and monitor the space before the team re-enters.

Chemical Hazards (check appropriate category of oil, or attach appropriate MSDS if available).

___ Oils containing Benzene: including crude, gasoline, military JP4, commercial JET B, aviation gasoline and gas oils.

**Composition**: Composed of an indefinite petroleum distillate mixture. May contain benzene, toluene, xylene, naphthalenes, & Poly Aromatic Hydrocarbons (PAHs) in concentrations that may vary widely depending on the source of the oil, weathering, and aging.

**Hazard Description**: May cause dermatitis by skin contact, nausea by inhalation and eye irritation. Benzene is a hematological toxin (it affects the blood and blood forming organs), and is a carcinogen. The most important potential benzene, toluene, or xylene hazard is in poorly ventilated areas (such as pits or under docks), or around freshly spilled oil. Benzo(a)pyrene is a skin contact hazard and potentially may cause skin cancer with chronic skin contact. As oil weathers and ages, benzo(a)pyrene becomes more concentrated because it evaporates much slower than other chemicals in the mixture.

**Basic Precaution**: Stay away from, or upwind of, fresh oil spills; wear chemical resistant clothing as necessary to protect against skin or eye contact; periodically change protective clothing that has oil on it; immediately change clothing that is showing evidence of oil penetrating to your skin; and wash skin with soap and water when changing into street clothing, before eating/drinking, or when exiting to a contamination reduction zone. Flush eyes with water if oil gets in them. If ingested do not induce vomiting-contact a physician. Urine phenol should be tested as soon as possible (and not later than 72 hours after exposure) if there is a suspected overexposure to benzene. Urine specific gravity should be corrected to 1.024 for this test. If urine phenol values exceed 75 mg per liter further testing in accordance with 29 CFR 1910.1028(i)(4) may be needed, and individuals must be removed from areas of potential benzene exposure until values return to normal.
__Oil not containing benzene:__ including kerosene, diesels, military JPS, commercial JET A.

**Composition:** Composed of an indefinite petroleum distillate content typically including Poly Aromatic Hydrocarbons (PAHs). The concentration of these products will vary widely depending on the source of the oil, weathering, and aging.

**Hazard Description:** May cause dermatitis by skin contact; nausea by inhalation; and eye irritation by contact. Benzo(a)pyrene is a skin contact hazard and potentially may cause skin cancer with chronic skin contact.

**Basic Precaution:** Wear chemical resistant clothing as necessary to protect against skin or eye contact; periodically change protective clothing that has oil on it; immediately change clothing that is showing evidence of oil penetrating to your skin; and wash skin with soap and water when changing into street clothing, before eating/drinking, or when exiting to a contamination reduction zone. Flush eyes with water if oil gets in them. If ingested do not induce vomiting contact a physician.

**Hazardous Material and Dangerous Goods:**

**Composition:** Depending on the material may be in liquid, solid, or gaseous state.

**Hazard Description:** All hazardous material will fall within one of the 9 Hazard Classes to include:

- **Class 1:** Explosives
- **Class 2:** Gases
- **Class 3:** Flammable Liquids
- **Class 4:** Flammable Solids
- **Class 5:** Oxidizing substances and Organic peroxides
- **Class 6:** Toxic and Infectious Substance
- **Class 7:** Radioactive materials
- **Class 8:** Corrosive substances
- **Class 9:** Miscellaneous hazardous material

**Basic Precaution:** Follow the procedures in the Emergency Response Guidebook if the material is labeled. If the material is unidentifiable or is leaking immediately egress from the area and notify the Coast Guard Sector Columbia River Command Center at 503-861-6211.

**Contaminates:**

__Asbestos:__ When left intact and undisturbed, asbestos containing materials do not pose a health risk to people working or living in buildings. Asbestos containing material is not generally considered to be harmful unless it is releasing dust or fibers into the air where they can be inhaled or ingested. Asbestos-containing ceiling tiles, floor tiles, undamaged laboratory cabinet tops, shingles, fire doors, siding shingles, etc. will not release asbestos fibers unless they are disturbed or damaged in some way. Asbestos pipe and boiler insulation does not present a hazard unless the protective canvas covering is cut or damaged in such a way that the asbestos underneath is actually exposed to the air. Asbestos is hazardous when it is friable. The term "friable" means that the asbestos is easily crumbled by hand, releasing fibers into the air. Sprayed on asbestos insulation is highly friable. Asbestos floor tile is not.

**Composition:** Asbestos is a naturally occurring fibrous mineral. The most common types of asbestos are Chrysotile (white) and Amosite (brown / off-white). Asbestos fibers can be very
small – up to 700 times smaller than a human hair. Because it is fire-resistant, resists many chemicals, and is an excellent insulator, asbestos was added to a variety of building materials and other products.

**Hazard Description:** Carcinogen. Asbestos fibers do not evaporate into air or dissolve in water. However, pieces of fibers can enter the air and water from the weathering of natural deposits and the wearing down of manufactured asbestos products. When breathed in, many of the fibers will become trapped in the mucous membranes of the nose and throat where they can then be removed, but some may pass deep into the lungs, or, if swallowed, into the digestive tract.

**Basic Precaution:** Be aware of sources of asbestos and avoid exposure.

___ **Lead:**

**Composition:** Soft metal. Lead is widely used in the production of batteries, metal products (solder and pipes), ammunition and devices to shield X-rays leading to its exposure to the people working in these industries. Use of lead in gasoline, paints and ceramic products, caulking, and pipe solder has been dramatically reduced in recent years because of health concerns but may remain on older vessels.

**Hazard Description:** Slightly hazardous in case of skin contact (irritant), of ingestion, of inhalation. With chronic exposure may be toxic to blood, kidneys, central nervous system (CNS). Repeated or prolonged exposure can produce target organs damage.

**Basic Precaution:** With skin contact, wash with soap and water. Cover the irritated skin with an emollient. Get medical attention if irritation develops. If inhaled, remove to fresh air. If not breathing, give artificial respiration. If breathing is difficult, give oxygen. Get medical attention. If ingested Do NOT induce vomiting unless directed to do so by medical personnel. Never give anything by mouth to an unconscious person. If large quantities of this material are swallowed, call a physician immediately. Loosen tight clothing such as a collar, tie, belt or waistband.

**Disgruntled Owners:**

**Illicit Activity:** CAUTION! Derelict Vessels can be a haven for vandals to conduct illicit activity to include illegal scrapping, use as a Methamphetamine lab, drug use, and/or other activities.

___ **Booby traps:** If any member suspects coming into contact with a booby-trap, the entire operation shall halt until the team lead confers with the Incident Commander regarding the necessity of contacting local authorities for assistance. If at any other time a team member feels the conditions warrant halting operations, the team supervisor shall be notified. The supervisor shall then notify the Incident Commander, via Sector Columbia River Command Center (503-861-6211).

___ **Noise Makers:** A string is tied between two fixed objects and suspends a tin can containing a few rocks. When triggered, this booby trap only makes noise. The noise simply alerts whoever set the trap that an intruder is nearby. Since it operates by sound (and not a very loud one at that) it has to be close to the illicit activity. If you see or trigger one of these devices, consider
leaving the area and notifying the authorities. Variants include bells and shotgun shells with the shot removed.

**Snares:** Fish hooks (usually barbed) are hung by light-weight fishing line in brush and trees at face level. As an intruder moves along a trail, he or she can easily catch a hook in the face.

**Irritating Agents (pepper spray, tear gas, etc...):** A trip device is set to trigger a canister that will discharge an irritating agent in sufficient quantity as to cause intruders to leave the area seeking relief.

**Lethal Booby Traps:** Fortunately, booby traps of this sort are rare because they are only used by the most dangerous of criminal elements. Unfortunately, since the intent is to kill, these will be well hidden and very difficult to spot.

**Shotgun Shell on a Rat Trap:** A shotgun shell is attached to a standard rat trap and painted so as to camouflage the apparatus. It is then positioned on a tree or rock with the shotgun shell pointing to strike the victim's region and rigged to a trip wire. Note that the trip wire for this device has to be aligned with the shotgun shell's blast cone.

**Explosives:** Gunpowder is used in sufficient quantity to improvise an antipersonnel explosive. Further, powerful explosives can be mixed easily from basic household chemicals. Booby traps of this sort may be laced with nails, glass and even chemical and biological agents. The trip wire for this device can be almost anywhere. A short length of household pipe six inches to one foot long is commonly used as a housing.

If any team member finds themselves in one of the above situations immediately stop all movement and alert the entire group -- even those not in the immediate area. Carefully vacate the area in the safest possible way (usually exactly as entered) and disembark the vessel. Notify local, state, Federal law enforcement.

**Methamphetamine labs:** Meth labs have waned in the past 5 years after more stringent regulations of over the counter pseudoephedrine products. However, they still remain very dangerous when encountered. Indicators include:

a. Unusual, strong odors (like cat urine, ether, ammonia, acetone or other chemicals).

b. Shacks or cabins with windows blacked out.

c. Open windows vented with fans during the winter.

d. Excessive trash including large amounts of items such as: antifreeze containers, lantern fuel cans, engine starting fluid cans, HEET cans, lithium batteries and empty battery packages, foil wrappers, red chemically stained coffee filters, drain cleaner and duct tape.

e. Unusual amounts of clear glass containers.

If any team member finds themselves approaching a methamphetamine lab immediately stop all movement and alert the entire group -- even those not in the immediate area. Carefully vacate the area in the safest possible way (usually exactly as entered) and disembark the vessel. Notify local, state, Federal law enforcement.
E. PERSONAL PROTECTIVE EQUIPMENT (PPE)

Personnel should use Level D to include:
   a. Coveralls
   b. Gloves
   c. Boots/shoes (chemical resistant, composite toe)
   d. Safety glasses or splash resistant goggles
   e. Hard hat

4-gas meters shall also be worn by Task Force members to detect for changes in Oxygen, Combustibles, Carbon Monoxide, and Hydrogen Sulfide. If a 4-gas meter alarms all team members shall be notified and will egress the space.

F. EMERGENCY PROCEDURES

Emergency Medical Procedures: Do not attempt to move seriously injured personnel, call for an ambulance to come to the injured person.
   a. The closest hospital for regular emergencies is:
      1. Location: ____________________________
      2. Phone: ______________________________
   b. Closest hospital for chemical exposure emergencies:
      1. Location: ____________________________
      2. Phone: ______________________________

Emergency Fire Procedures: DO NOT attempt to fight fires other than small fires. A small fire is generally considered to be a fire in the early stages of development, which can readily be extinguished with personnel and equipment in the immediate area in a few minutes time. Alert nearby personnel to call fire department. If a fire alarm is sounded, personnel shall immediately evacuate.

In case of fire contact local fire department.
   a. Phone: ________________________________

Evacuation Routes:
   a. Primary Evacuation Route: ____________________________
   b. Secondary Evacuation Route: ____________________________
   c. Assembly Point: ____________________________

G. Communication

Radio Communication:
   a. Working: freq: _______ chnl: _______ (_VHF_ _UHF_ _OTHER)
   b. Emergency: freq: _______ chnl: _______ (_VHF_ _UHF_ _OTHER)

Phone Communication:
   a. Task Force Team Leader: ___________________ : ______________
b. Safety Officer: __________________:____________________
c. Task Force Member________________:____________________
d. Task Force Member________________:____________________
e. Task Force Member________________:____________________
f. Task Force Member________________:____________________
g. Task Force Member________________:____________________

Emergency Communication Process for boarding:_____________________________________________
___________________________________________________________________________________
Appendix C. Photos of Potential Hazards on Derelict Vessels

1. Lead-based paint chip debris

2. PCB containing paint

3. PCB containing, asbestos wrapped around electrical wiring
Attachment E: Derelict Vessel Reporting Form
Vessel of Concern Reporting Form

INSTRUCTIONS: Fill out the following form to the best of your ability. If unknown, write unknown. Upon completion, submit to the appropriate agency (see below). For reporting after hours or in the event of an emergency, contact the USCG Sector Command Center at: (503) 861-6211

For Coast Guard personnel, email forms to:
Rachel Bullene - (503)378-2836
Rachel.e.bullene@or.us.gov

For Oregon State law enforcement agencies, submit forms to:
Rachel.e.bullene@or.us.gov

For Washington State law enforcement agencies, submit forms to:
Derelict Vessel Removal Program - dvrp@dnr.wa.gov

**If you have pictures please contact Sector Columbia River Incident Management Division at (503) 861- 6477 to discuss transmittal options. **

BE ADVISED OF THE FOLLOWING: Derelict vessels not only pose a hazard to the environment but also pose many hazards to people. Please keep this in mind when gathering information and remain a safe distance from derelict vessels and DO NOT go onboard unless you are trained to do so.

<table>
<thead>
<tr>
<th>DATABASE</th>
<th>New entry</th>
<th>Existing entry</th>
<th>If entry already exists in the database, Vessel ID #__________</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reporting Organization</td>
<td></td>
<td>Name</td>
<td>Phone #</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VESSEL INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Name</td>
</tr>
<tr>
<td>Registration Number</td>
</tr>
<tr>
<td>Hull Type (circle one):</td>
</tr>
<tr>
<td>Length</td>
</tr>
<tr>
<td>Trim Color</td>
</tr>
<tr>
<td>Vessel Subtype (circle one):</td>
</tr>
<tr>
<td>General Location</td>
</tr>
<tr>
<td>Lat/Long</td>
</tr>
<tr>
<td>Vessel is (circle one):</td>
</tr>
<tr>
<td>How secured (check one):</td>
</tr>
<tr>
<td>Fuel Type:</td>
</tr>
<tr>
<td>Fuel Vent Location (if known)</td>
</tr>
<tr>
<td>Is vessel occupied?</td>
</tr>
<tr>
<td>Current or planned actions to cleanup/remove by Fed/state/local government:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>OWNER INFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Last Known Owner</td>
</tr>
<tr>
<td>Address</td>
</tr>
<tr>
<td>Has the owner been contacted? (circle one): Yes No</td>
</tr>
<tr>
<td>Does the owner plan on taking action to remove/cleanup the vessel? If so, what?</td>
</tr>
<tr>
<td>Hull Condition and Position in Water</td>
</tr>
<tr>
<td>-------------------------------------</td>
</tr>
<tr>
<td>Steel, aluminum, or fiberglass hull in good condition and vessel floating with normal freeboard.</td>
</tr>
<tr>
<td>Wooden hull or other hull material in poor condition or riding noticeably low in water, but floating free</td>
</tr>
<tr>
<td>Broken up and no longer seaworthy; Severe list (30° or more) and/or sunk or aground</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Safety</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not accessible to public, not a site of criminal activity or dumping</td>
<td>Access to vessel is difficult for public, not likely a site of criminal activity or dumping</td>
</tr>
<tr>
<td>Public access to vessel is somewhat limited, some broken parts and physical hazards</td>
<td>Very little effort to limit public access to vessel, broken parts causing hazardous surfaces and/or attractive nuisance, possible site of criminal activity or dumping</td>
</tr>
<tr>
<td>Unrestricted public access onto vessel, Used as dump site or site of other criminal activity</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>How Secured</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tied securely to dock with sound lines</td>
<td>Moored or anchored securely</td>
</tr>
<tr>
<td>Moored or anchored securely but mooring lines worn or with heavy marine growth</td>
<td>Not secure but not adrift (grounded or beached), mooring lines parting</td>
</tr>
<tr>
<td>In danger of becoming adrift in immediate future</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Navigational Hazard</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Away from vessel traffic</td>
<td>Near limited vessel traffic</td>
</tr>
<tr>
<td>Encroaching upon middle of moderate traffic area (e.g., approaches to small marinas or ports)</td>
<td>Encroaching upon middle of high-traffic area, such as approach to large marinas or ports</td>
</tr>
<tr>
<td>Encroaching upon middle of navigable waterway (e.g., a traffic lane)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Environmental Hazard</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Known to be clean</td>
<td>Does not likely contain much fuel or HAZMAT. Residual amounts only.</td>
</tr>
<tr>
<td>Could potentially carry large amounts of fuel or HAZMAT; ongoing activities make spill possible</td>
<td>Multiple containers of unknown materials visible on vessel, ongoing activities (e.g., scrapping) makes spill likely</td>
</tr>
<tr>
<td>Leaking oil or HAZMAT imminent</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Score</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 – 12 ..... A vessel in this range is not generally a vessel of concern</td>
<td>If vessel is in trespass on private or public submerged lands, add 3 to total</td>
</tr>
<tr>
<td>13 – 17 ..... A vessel in this range is generally a VESSEL OF CONCERN</td>
<td>TOTAL SCORE:</td>
</tr>
<tr>
<td>18 – 28 ..... A vessel in this range is generally considered DERELICT</td>
<td></td>
</tr>
</tbody>
</table>

If a box is shaded, immediately contact a 24-hour response number and/or program manager