

ADV in Alaska

Links to a few
state ADV
programs:

Washington

[http://www.dnr.wa.gov/
recreationeducation/
topics/derelectvessels/
pages/
aqr_derelect_vessel_re
moval_program.aspx](http://www.dnr.wa.gov/recreationeducation/topics/derelectvessels/pages/aqr_derelect_vessel_removal_program.aspx)

Oregon

[http://www.oregon.gov/
OSMB/BoatLaws/
Pages/
VesselRemov-
alFund.aspx](http://www.oregon.gov/OSMB/BoatLaws/Pages/VesselRemovalFund.aspx)

Florida

[http://myfwc.com/
boating/grant-programs/
derelect-vessel/](http://myfwc.com/boating/grant-programs/derelect-vessel/)

Please see page 4 for
information on how to
contact the Task Force.
Facilitated by Cook
Inletkeeper and Alaska
Clean Harbors.



this issue

Background & Overview **P.1**

Ad-hoc Task Force Members **P.2**

Objectives & Products **P.3**

HB131 and Update on F/V Leading

Lady and the F/V Kupreanof **P.4**

Abandoned & Derelict Vessels in Alaska

With a coastline longer than that of the Lower 48 states combined, the State of Alaska has many coastal and riverine communities located off of the road network and accessible only by water. As a result, these communities see considerable marine and riverine vessel traffic. While still a young state, an ever aging fleet of vessels call Alaska home due to federal and state fishing rationalization programs, economic downturns, the inevitable aging and increased maintenance costs of these vessels, and increased requirements of vessel regulations and permits. With all of these things in play, many of these vessels have become uneconomical to operate as intended and often continue to degrade while left moored in a public harbor or anchored over public or state tidelands. These abandoned and derelict vessels (ADV) continue to dot the map along Alaska's coastline and rivers. Without a clear and pro-active response strategy and program for dealing with and preventing ADV in public waters, the number of abandoned and derelict

vessels will continue to increase and will leave the public to pay for the consequences of ADV—including vessel salvage and clean-up and disposal of fuel, oil and other hazardous materials.

The purpose of the ad-hoc Alaska ADV Task Force is to bring together state and federal agencies, municipalities and other interested stakeholders to address ADV in Alaska in a coordinated manner. Cook Inletkeeper and Alaska Clean Harbors convened the group after establishing interest from multiple stakeholders to move forward following the passage of House Bill 131 in 2013 (see pg. 3 for more on HB 131). The Task Force is currently an informal group working to improve coordination for addressing ADV and identifying long-term needs for prevention and effective management of ADV around Alaska. We hope this newsletter will provide some interesting and useful information for anyone interested in ADV in Alaska. Contact Rachel (see page 4) for more information or to get involved.

ad-hoc ADV Task Force Members

State, federal and municipal partners are working together to develop tools and identify needs to more effectively deal with ADV in Alaska.

Since February 2014, the following agency representatives have participated in the ad-hoc ADV Task Force:

Alaska Department of Natural Resources: Emily Haynes (Mining, Land & Water Southcentral), Clark Cox (Mining, Land & Water Southcentral), Doug Sanvik (Mining, Land & Water Southeast), Richard Vanderhoek (History & Archaeology)

Alaska Department of Environmental Conservation: Steve Russell (Spill Response, Southcentral), Jade Gamble (Spill Response, Southcentral), Sarah Moore (Spill Response, Southeast)

Alaska Department of Transportation: Mike Lukshin (Port and Harbors)

Alaska Department of Fish & Game: Brad Dunker (formerly with Habitat, Southcentral), Jesse Coleman (Habitat, Southcentral)

Alaska Legislature: Rep. Paul Seaton, Rep. Jonathan Kreiss-Tomkins

Alaska Association of Harbormasters and Port Administrators: Bryan Hawkins (Port of Homer)

United States Coast Guard: Senior Chief Tony McDade, Chief Eric Vogel

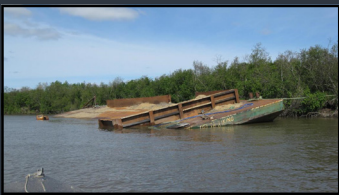
National Oceanic and Atmospheric Administration: Peter Murphy (Marine Debris), Erika Ammann (Habitat Restoration)

Environmental Protection Agency: Bob Whittier (Response, Alaska Region 10)

Birch Horton Bittner and Cherot (pro-bono legal assistance for Cook Inletkeeper): Holly Wells, Mitchi McNabb, Adam Cook

Cook Inletkeeper/Alaska Clean Harbors: Rachel Lord (facilitator)

The United States Army Corps of Engineers has been made aware of this effort, and a representative is included in all email correspondence.





Objectives & Products

The one-year **objectives** for the ADV Task Force are to:

- 1) Increase coordination and understanding for dealing with ADV between agencies and stakeholders;
- 2) Create a report on ADV in AK to establish best practices and templates for dealing with ADV, including prevention and identified gaps and needs; and,
- 3) Create a web-based database for understanding the scope of ADV statewide.

The group is working on developing a series of products that will help meet the objectives listed above. These **products** include:

- ⇒ A joint agency reporting form for vessels of concern. This will standardize the basic information gathered on ADV around Alaska, and allow all partners to participate in the tracking and inventorying of ADV and Vessels of Concern. This form is in use as of July 2014, with completed forms returned to ADNR for compiling. A copy of the VOC Reporting form can be found on the Alaska Clean Harbors ADV webpage (see page 4 for details).
- ⇒ An online ADV Database. Through ADNR, the Task Force is working to develop a simple online database to consolidate basic information on ADV in Alaska.
- ⇒ A workbook of resources and tools for municipalities state-wide to better deal with and prevent ADV.
- ⇒ A report detailing current ADV practices and identifying needs moving forward to improve on ADV management in Alaska. This will be done through a series of in-person meetings where we will analyze case studies of past (and in some cases ongoing) ADV situations. This will begin during our next in-person meeting, set for early-October 2014.

House Bill 131

A catalyst for change.

In early 2013, the Alaska legislature took up the issue of Abandoned and Derelict Vessels for the first time in decades.

HB131, introduced by Rep. Paul Seaton, passed unanimously in both the house and senate and brought much-needed change to AS30.30—state statute dealing with ADV.

This was a great first step in a long road to improve on Alaska's ADV management and prevention to save money and the environment.

You can read background information on HB131 online at:

http://www.akleg.gov/basis/get_bill.asp?session=28&bill=HB131



For more information or to get involved, please contact:

Rachel Lord, facilitator

(907) 235-4068 x29
rachel@inletkeeper.org

<http://alaskacleanharbors.org/resources/harbor-management/derelict-vessels/>



Cook Inletkeeper and Alaska Clean Harbors are supporting the facilitation of this effort. To learn more about Cook Inletkeeper—a community-based organization dedicated to protecting clean water and healthy salmon in Alaska's Cook Inlet, please visit www.inletkeeper.org.



Alaska Clean Harbors is a voluntary, non-regulatory program that works with harbor masters and boaters around the state to reduce pollution in the marine environment through common-sense waste management solutions and education—including implementation of best practices for dealing with Abandoned and Derelict Vessels.

This newsletter is funded (in part) with qualified outer continental shelf oil and gas revenues by the Coastal Impact Assistance Program, U.S. Fish and Wildlife Service, U.S. Department of the Interior.

An update on the F/V Leading Lady and the F/V Kupreanof

In December 2012, two fishing vessels – the F/V Leading Lady and the F/V Kupreanof – sunk in Kachemak Bay. Presumably taken down by heavy snow loads, these vessels sank with fuel on board and released diesel and other oils into the bay – a Critical Habitat Area and home to over a dozen commercial oyster farms. The vessels were raised by the U.S. Coast Guard, and were repossessed by the AK Dept. of Natural Resources. Arguably this situation helped to move forward HB131 (see an overview in the sidebar on page 3). Where are these vessels now? The owner repaid (most) incurred costs to ADNR for the F/V Kupreanof (\$11,474.94, less \$612.76 for additional storage of the vessel that was never recovered) and took possession back of that vessel in mid-April 2014. She is currently in the Homer Harbor as of June 20, 2014. The F/V Leading Lady is still in ADNR's possession, under contract for disposal for an additional cost to the state of \$13,250. This is one of the cases that the Task Force will look at as we move forward understanding current practices, gaps and needs to help the state better manage and prevent ADV in the future.

