

NOAA Abandoned and Derelict Vessel Case Study



Ferryboat San Diego

Contributor: Peter Pelkofer, California State Lands Commission

Vessel Overview

Name: San Diego

Incident: Solano County Sheriff's Utility report of two large vessels moored in the Sacramento River at Decker Island.

Date reported: February 18, 2008

Vessel type: Ferryboat-vehicle and person

Vessel ID#: CG #231278, Vin # CF 20654 KE

Hull material: Steel- wooden superstructure

Length: 191 ft.

Beam: 43.6 ft.

Tonnage: 556 gross tons



Vessel Location

Location: Sacramento River, CA

Site Name(s): Southern tip of Decker Island, in Horseshoe Bend on Sacramento River

General description of location: Wide open river

Average Site Depth: 30 plus feet (vessel was still floating)

Habitat/Substrate Type Impacted: None

Jurisdictions: Solano County California, on State Sovereign Lands

Incident Narrative

History: The owner had moored the vessel to two existing mooring balls and reported to the local Sheriff that someone had side tied another vessel to his ferry that was imperiling his vessel. The sheriff advised the State Lands Commission of the trespass of both vessels. The second vessel was moved by the responsible party when requested to do so by the sheriff. The owner of the San Diego refused to remove his vessel after being requested to do so and litigation commenced. The owner of the San Diego did not have sufficient assets to move the vessel and got into a dispute over the ownership with other interested parties; however, they failed to record a title change.

Lead agency or organization: California State Lands Commission

Other collaborators/stakeholders involved: The lawsuit over the vessel was settled by an agreement in which the owners would renounce their rights to the vessel in favor of the state, and the state would assume responsibility for removing and disposing of the vessel. CalRecycle was also engaged to provide logistical support and funding for removal and disposal.

Funding source(s): Funds for removal and disposal were provided by CalRecycle.

Threats from ADV

Environmental: General environmental threats from the derelict condition of the vessel and its deteriorating structure.

Critical habitats involved: No

Public safety and health: Public safety was threatened due to the condition of the vessel and its deteriorating structure.



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Navigation: The vessel broke or was cut from its mooring and free floated down the river causing a navigation hazard. A passing tug captured it and pushed it in the mud riverbank until it could be moved back to its mooring.

Vessel Removal Actions

Start date: December 2011

End date: May 2012

Removal options considered: Only one option was available considering the derelict condition of the vessel (see below).

Environmental Considerations: A complete review and testing of all substances and surfaces was conducted prior to removal and all precautions were taken to avoid any environmental contamination during destruction.

Removal Methods: The vessel was towed to a dismantling location and destroyed using heavy equipment (i.e. large shears).

Authorities used to take Possession of Vessels: Possession was obtained by filing suit to resolve title issues and then gain agreement to a final disposition of the vessel.

Permits Required: Removal and destruction required compliance with the California Environmental Quality Act. No other permits were required.

Salvage Contractor(s): Towing was done by Lind Brothers; Environmental and Demolition was done by Pacific States Environmental Contractors and the destruction work was done at Bay Ship and Yacht Co.

Contractor Selection Process: Lind Brothers and Pacific States had existing contracts with CalRecycle. The Bay Ship and Yacht Co. needed to meet existing mitigation goals and used this process to comply with those requirement.

Approximate removal costs: \$600,000, of which about \$140,000 was recouped by the sale of the recycled steel.

Other cost information: The above costs do not reflect the legal or management and personnel costs for the state employees involved in the multi-year effort. No estimate has been made of those costs.

Additional types of debris removed: The City of Antioch, during the period of its ownership, had attempted to convert the vessel into a floating restaurant and added items such as sheetrock and insulation as well as refrigeration to the vessel, which also had to be disposed of.

Vessel Disposal Process/Issues: As noted above, this effort required considerable time and effort to complete and required legal actions.

Vessel removal summary: Removal actions were delayed by the need to resolve the ownership issues and to locate a facility for demolition. Additional delays were incurred while funding was being obtained, and, subsequent to its initial removal from Decker Island to a facility at Mare Island for disposal, a work permit was refused because of concern about asbestos contamination. Eventually the San Diego was moved to the Alameda Estuary adjacent to the Bay Ship and Yacht Co. facilities and the superstructure was removed. Then portions of the hull on each side were cut off to permit it to fit on a lift in order to bring the vessel into the shipyard for final demolition. The project was finally completed in May of 2012.



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Project Challenges

Funding: Finding the funding was a challenge because of the expense of this removal.

Other challenges: The major challenges of the project were clearing title in order to secure a legal basis for the removal and disposal, and securing an appropriate disposal site. Because of California's strict environmental controls no locations exist in the state that are available or economically viable for a project of the size. Federal disposal of old military vessels that compose the mothball fleet in California are sent to Texas, which has less stringent environmental laws

Lessons Learned:

Careful consideration and especially careful planning is necessary to carry out a project of this magnitude.

Contact Information:

Peter Pelkofer, Senior Counsel
Enforcement Officer
California State Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA 95825
916-574-1850
Peter.Pelkofer@slc.ca.gov

Images:

