

NOAA Abandoned and Derelict Vessel Case Study



P/V Rose of Sharon

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Vessel Overview

Name: P/V Rose of Sharon

Incident: Sinking and Oil Spill Incident

Date reported: July 22, 2000

Vessel type: Fishing vessel converted into a pleasure vessel

Hull material: Wood

Length: 96 ft.

Beam: unknown

Tonnage: unknown

Vessel Location

Location: Georgetown, Maine

Site Name(s): Robinhood Cove (near the marine center)

General description of location: The vessel ended up partially sinking in shallow water close the shoreline in the cove.

Habitat/Substrate Type Impacted: Muddy substrate

Jurisdictions: The United States Coast Guard (USCG) and Maine's Department of Environmental Protection (DEP) had initial jurisdiction over the vessel for pollution response. After the pollution threat was abated the Bureau of Parks and Lands, through the Submerged Lands Program took jurisdiction over the abandoned vessel for removal.

Incident Narrative

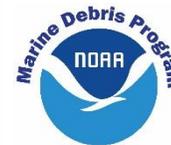
History: According to an article from the Inter-Islands News' Working Water Front (October, 2001) the Rose of Sharon was built as a scallop dragger in the 1960's that was eventually converted into a private yacht. The current owners bought the vessel in 1993, with the vessel in need of repairs, and brought it into Boothbay Harbor to start restoring the vessel. While restoring the vessel the owner who was working on the ship was injured and, due to his injuries, eventually had to put the vessel up for sale. Because of the special nature of the vessel no one showed interest in purchasing it, and the owner ended up moving it from Boothbay Harbor to Robinhood Cove for financial reasons. The owner was unable to maintain the vessel and it was left unattended, which resulted in the vessel being looted and vandalized. On the night of July 20th the Rose of Sharon ended up sinking at anchor in Robinhood Cove, possibly due to the failure of the vessel's bilge pumps.

Maine's Department of Environmental Protection reported that they received notification of a sunken Rose of Sharon in Robinhood Cove (Georgetown, Maine) and responded with the U.S. Coast Guard, and under the direction of the USCG, placed sorbent boom around the vessel and covered the fuel vents. On July 23rd, DEP returned and observed a release of diesel fuel on the starboard side of the vessel which was contained within the sorbent boom.

On July 25th, a large release occurred overnight, which saturated the sorbent boom and released some oil into the marina. At this time it was determined that a new plan for salvage would be required. The USCG federalized the spill and determined that they were going to raise the vessel in order to remove oil and hazardous materials. Now that the operation was federalized, DEP became a support agency and deployed an oil skimmer and support vessel in the event that more oil was spilled during the raising of the vessel. The vessel was raised without incident and the oil and hazardous materials were removed and disposed of through Clean Harbors.



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After the USCG refloated the vessel and removed the fuel and other hazardous liquids, they moored the vessel in the cove and notified the owner not to move the vessel because it could become a navigation hazard if it sinks again. A few days later the vessel broke free of its mooring and ended up grounding and partially sinking in front of private property within the cove.

The Bureau of Parks and Lands eventually declared the vessel as abandoned under Title 12 of the state statutes and notified the owner of their decision. Because the vessel was located on submerged lands of the state the vessel could be removed under authority of the Bureau's Submerged Lands Program using funds from Maine's Submerged Lands Fund; however, the fund was only able to provide a portion of the potential removal costs. The owners of the property that the vessel sank in front of decided to cover the remaining expenses and hired a contractor to remove and dispose of the vessel.

Lead agency or organization: The Bureau of Parks and Lands had to declare the vessel as abandoned prior to its removal; however, they lacked the money to remove the vessel so the responsibility for removing the vessel fell on the private property owners that wanted the vessel removed.

Other collaborators/stakeholders involved: The U.S Coast Guard and Maine's Department of Environmental Protection

Funding source(s): Funding for the pollution removal came through the USCG and from the Maine Oil Spill Contingency Fund, which receives levies placed on oil coming into Maine ports. Partial funding for the removal of the vessel came from the Submerged Lands Fund, with the remaining costs paid by the private property owners.

Threats from ADV

Environmental: The vessel had an estimated 100 gallons of diesel fuel and 400 gallons of other potentially hazardous liquids that could have caused additional damage if not removed.

Public safety and health: The vessel was already vandalized and could have presented safety and health issues if additional people tried to enter the vessel.

Aesthetic: The vessel grounded just offshore of private property and because the vessel was obstructing their view the owners wanted it removed, and were willing to pay for it.

Vessel Removal Actions:

Start date: June 2001

End date: August 2001

Authorities used to take Possession of Vessel: The Rose of Sharon was declared abandoned and taken by the state under Title 12 of the revised statutes. This was only the second time a vessel was removed under these provisions. The vessel was then turned over to the private property owners so they could have it removed.

Environmental Considerations: The main environmental consideration was to remove the hazardous material on board, which was done after the vessel sank the first time by the USCG.

Permits Required: N/A

Removal Methods: The vessel was eventually disposed of after it sank the second time by cutting it up into sections and removing it with a crane barge. The debris was sorted at a transfer



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facility and sent to a state landfill, or to Massachusetts where the materials were separated for alternate disposal.

Salvage Contractor(s): Fore River Dock and Dredge Inc.

Contractor Selection Process: Done by the private property owners

Vessel Disposal Process/Issues: None identified

Approximate removal costs: \$500,000, which included the initial refloating and pollution removal and the final removal and disposal costs.

Other cost information: Part of the removal and disposal was paid by the Bureau of Parks and Lands and the rest was paid by the private property owners that wanted the vessel removed.

Additional types of debris removed: The Coast Guard removed an estimated 100 gallons of diesel fuel, 300 gallons of un-spilled product, 100 gallons of mixed liquid media, and 6 cubic yards of other materials.

Project Challenges

Geographical: The location of the abandoned vessel required the contractor to cut it apart and remove it in pieces by crane and barge.

Funding: The removal of the vessel was only partially covered by the state; without the large financial contributions by the private property owners the vessel might not have been removed.

Contact Information

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