

Oregon Vessel Turn-in Program

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Project Overview

Reason for project: To prevent abandoned and/or derelict vessels of questionable seaworthiness from entering the waterways around the City of Portland (primarily the Willamette and Columbia Rivers) and becoming navigation, public safety, or environmental hazards.

Date project was first initiated: February 2015

Project duration: April 2015

Number of vessels removed: 9

Project Location

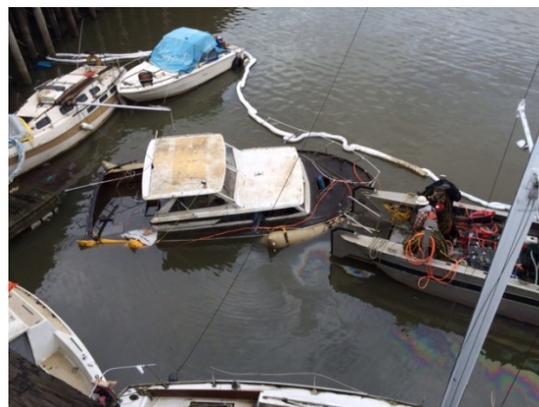
Location: Portland area marinas

Site Name(s): 60 marinas were contacted, 6 responded with a total of 9 vessels that qualified for removal via this vessel turn in program

General description of location: The program targeted vessels that were abandoned and of low-value which the marinas had legal possession of and were unable to sell or relocate. The Marine Board offered to remove and dispose of these vessels at no cost to the marinas.

Habitat/Substrate Type Impacted: N/A

Jurisdictions: Multnomah County, OR



Former live-aboard boats seized by the Multnomah County Sheriff's Office after becoming abandoned and/or derelict.

Project Narrative

History: There has been an increase in abandoned and derelict pleasure boats, particularly in the Multnomah County area, over the last several years. Individuals are turning to living on vessels as an alternative to homelessness. As recreational boating registrations decline, older recreational boats are being given away or sold at bargain prices to individuals that do not have the means for their upkeep.

Why was the project initiated: Due to the increase of transient, or "live-aboard", boaters in the Multnomah County area, there was concern about the environmental and social impacts, as well as the legality, of these boaters in the waterways. Several state, federal, and local agencies and organizations began meeting regularly to try to determine various avenues for addressing this issue, from finding alternative land-based housing to targeting the supply of the old, low-cost boats. The pilot vessel turn in project arose from these stakeholder meetings as a means for helping marinas deal with their old, low-value vessels (at no cost to the marinas).

Who initiated the project: Transient Vessel Taskforce (of which the Oregon State Marine Board is a member).

Lead agency or organization: Oregon State Marine Board

Other collaborators/stakeholders involved: Portland area marinas

Funding source(s): Oregon State Marine Board, Salvaged Vessel Subaccount (portion of fees collected by the agency for registration and titling of recreational boats in Oregon).

Threats from ADV

Environmental: There are environmental concerns in regards to untreated sewage and trash entering the waterways from the live-aboard vessels. Additionally, as the boats are abandoned or become



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derelict, they can leak fuel and other pollution, break apart or leave behind debris, and impact the environment by running into sensitive shoreline habitats.

Critical habitats involved: Coho and Chinook salmon habitat, steelhead trout habitat (in the Willamette and Columbia Rivers)

Public safety and health: Both Willamette and Columbia Rivers are busy water bodies for commercial and recreational navigation and activities. Derelict vessels pose a risk to navigation and public safety if unsecured. Pollution leaks and related threats pose risks to public health, especially for activities involving water contact.

Navigation: same as above

Commerce: The Columbia River is an immensely important conduit for commerce that serves the entire country through movement of freight along the river. Many jobs are dependent upon the commerce in this area. ADV pose threats to this commerce if they hinder channel navigation.

Aesthetic: There are many waterfront businesses, parks, and residences that are affected by the unsightliness of ADV.

Summary of ADV Removals

Number of vessels removed: 9

Primary type of vessels removed: recreational cabin cruisers and sailboats (16ft to 35ft in length)

Typical hull type of vessels: fiberglass or wood

Average size of vessels removed: 26ft

Amount of acres restored via removal: N/A

Approximate removal cost per vessel: \$6000 (would have likely been much more costly to remove these vessels once they had entered the water)

Project Removal Actions

Start date: February 2015

End date: April 2015

Environmental Considerations: These vessels were located in marinas and did not present a danger to any wetland or coastal habitats.

Removal Methods: The Marine Board hired two salvage companies to pick up all the accepted abandoned boats from the marinas. The boats were transported to a dismantling location where they were dismantled in an environmentally appropriate manner. Materials were recycled or disposed of at an approved landfill.

Authorities used to take Possession of Vessels: Oregon Revised Statutes 830.908 through 830.948 (laws governing the removal of abandoned and derelict vessels, which requires an enforcement agency to notify the last known owner of the vessel to take responsibility for their ADV. The enforcement agency can be any public body. In this case, the marinas had become the legal owners of the vessels, usually through placing a lien on the vessel, and then surrendered them to the Marine Board.)

Permits Required: None

Salvage Contractor(s): A-1 Marina and Dike Marine Service and Storage, LLC.

Contractor Selection Process: The Marine Board solicited bids for the removal project; evaluated each contractor's bid and hired the bid with the most cost-effective plan that addressed all the relevant state and federal laws for vessel salvage.

Vessel Disposal Process/Issues: Materials were recycled or disposed of at an approved landfill.



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Project Challenges

By targeting the stream of old vessels entering the waterways in the Multnomah County area, many challenges were avoided since the vessels were secured in a marina. The challenge was getting the word out marina owners and managers and incentivizing them to surrender these vessels to be destroyed.

Lessons Learned

There is definitely a demand for vessel turn-in programs across the state, especially in the Portland area and along the coast. Marinas and other boating moorage facilities don't usually have the means to safely dispose of problem vessels in their facilities once owners can no longer pay to keep up them up. It is important to keep these programs as easy as possible to incentivize marinas to turn in their older vessels rather than selling them for a low price and having the vessels end up as derelict in our waterways. The cost of dealing with a vessel once it has become abandoned and derelict on the waters of the state are much higher than disposing of it early on from a marina. The Marine Board plans to coordinate future vessel turn in programs in other areas of the state and hopes that Ports or other local entities will step-up to lead vessel turn in programs in their areas, as well (with funding provided by the Marine Board).

Contact Information

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Images: Demolition of the vessels turned over for the vessel turn-in pilot program in Portland, OR.



Vessels Removed

Vessel name	Vessel Type	Incident	Length	Hull material
OR 344 TB	Cabin cruiser	VTIP	28	Wood
OR 655 CP	Cabin cruiser	VTIP	26	Wood
OR 582 MUS	Cabin cruiser	VTIP	26	Wood
OR 543 R	Sailboat	VTIP	16	Fiberglass
OR 808 MK	Cabin cruiser	VTIP	28	Wood
OR 723 AAV	Sailboat	VTIP	31	Fiberglass
924123	Cabin cruiser	VTIP	32	Fiberglass
OR 983 ACZ	Sailboat	VTIP	25	Fiberglass
OR 344 ER	Open motorboat	VTIP	19	Fiberglass