



**\$13,500,000 Capital
Request (SBCA)**

**Capital funds to remove
6 large vessels that pose
a significant threat to
human safety and the
environment.**

Without additional funding, these vessels will either remain on the water or decimate the biennial allotment to the Derelict Vessel Removal Account.

In the news:

[**Pacific Producer Leaking
Ammonia**](#)

[**Former Coast Guard
Cutter Sinks in Port
Hadlock**](#)

CONTACT

Brian Considine

Legislative Director
Cell: 360-764-0013
brian.considine@dnr.wa.gov

Olgy Diaz

Deputy Legislative Director
Cell: 360-918-3555
olgy.diaz@dnr.wa.gov

Large Vessel Removal

In 2023 and 2024, DNR's Derelict Vessel Removal Program was inundated with an unprecedented number of very large abandoned and derelict vessels. These vessels pose a significant risk to the environment and are extremely costly to remove. This request will allow DNR to address large, high-risk vessels while continuing the critical work of removing and intercepting hundreds of smaller vessels across the state.

The Derelict Vessel Removal Program (DVRP) is the state's key mechanism for addressing the problem of derelict and abandoned vessels and is widely considered the most successful program in the nation. In 2022, the Legislature recognized the value of the program by establishing sustainable funding using a portion of the watercraft excise tax that increased the program's biennial budget to approximately \$10 million. In the 2023-25 biennium, over \$1.5 million of the DVRP budget was diverted to address the imminent threat from just six large derelict vessels, and another large vessel's deconstruction has been postponed due to the very high cost (likely \$3M to remove, which is 33% of the entire biennial funding).

Many of the large abandoned and derelict vessels in this request were previously owned and auctioned by the federal government. When these vessels become abandoned or derelict, they are very expensive to remove and quickly deplete DVRP's budget. DNR is requesting one-time funding to remove specific, high-impact large vessels.



Pacific Producer* – Removal cost of \$3 million *PRIORITY

On August 13, 2023, the U.S. Coast Guard (USCG) responded to an ammonia leak on the *Pacific Producer*, a 169-foot seafood processing vessel, in the Thea Foss Waterway, Tacoma. The USCG found the vessel actively sinking while positioned over a protective sediment cap within the Commencement Bay Nearshore Tide Flats Superfund Site. If allowed to sink, it would have damaged the cap and released hazardous material into the waterway. DVRP joined the Department of Ecology, City of Tacoma, USCG, and U.S. Environmental Protection Agency to identify next steps and determined that **DNR was the only agency with the ability to prevent the vessel from sinking over the Superfund site.**

DVRP took emergency custody of the vessel, made repairs to prevent sinking, and found new moorage. Until funding is accrued, the vessel will be stored at a moorage facility with weekly checks at an approximate cost of \$120,000 per year.



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Sunken WW2 Sub-Chaser – Removal cost of \$3 million *PRIORITY*

On June 28, 2022, a 110-foot wooden World War II sub-chaser sank in Willow Grove, a side channel of the mainstem Columbia River near Longview. The vessel has been slowly shifting towards the navigation channel and is becoming a hazard for boaters. If the vessel were to break apart, costs and safety risks would increase exponentially. In addition, pieces may damage private infrastructure and salmonid habitat upstream and downstream. Funding would ensure DVRP is able to remove the vessel before it breaks apart or shifts into the navigation channel.

Sunken U.S. Coast Guard Cutter – Removal cost of \$1 million *PRIORITY*

This vessel is an 83-foot former Coast Guard cutter built in 1944. The vessel sank near Irondale Beach in September 2023. The sunken vessel is a hazard to boaters and an ongoing threat to natural resources in the area.

Cairdeas – Removal cost of \$1 million *PRIORITY*

The *Cairdeas* is a 108-foot former Navy sub-chaser built in 1943. DNR has been tracking this vessel since 2018, with new concern arising in 2023 as it moved around the South Sound, trespassing on multiple properties. One such property included the Boy Scout Camp pier in Dabob Bay, where the vessel caused \$1500 worth of damage. After being posted for DVRP custody, the vessel was moved to Dyes Inlet where the hull was painted while in the water. In June 2024, the vessel ran aground on private property near Silverdale. During that



time, another vessel became tangled in the anchor line. The owner refloated the vessel, but the hull was damaged while grounded. DNR anticipates that DVRP removal of this vessel will be necessary soon. Removal before the vessel sinks will be significantly more cost effective, meaning timing for funding is critical.

Onondaga – Removal cost of \$2.5 million

The *Onondaga* is a 165-foot former U.S. Coast Guard "A" class cutter and ice breaker built in 1934. The *Onondaga* sank in the 1980s in Salmon Bay and remains there to this day. It is a source of pollution, partially blocking a commercial dock, and a navigation hazard in a high-use area.

O&M No.1 aka Western Marine Construction – Removal cost of \$3 million

The O&M No.1 is a 101-foot former Navy seaplane wrecking derrick built in 1994. It was abandoned by Western Marine Construction, Inc. on the shore of a Snohomish River slough and area that falls within DNR's Watershed Resilience Action Plan (WRAP). It is a priority under the WRAP to remove derelict vessels from this area. The Snohomish Watershed is one of the primary producers of anadromous fish in the state, home to nine salmonid species, three of which are protected under the Endangered Species Act.

