

Derelict Vessels

On State Lands



Where do we find them

- State Submerged Lands
- State Tidelands
- State Shorelands (inland freshwater)
- On General State Lands
- In Critical Habitat Areas
- In Parks



Manifested in various forms

- Shipwrecks
- Abandoned vessels
- Derelict vessels
- Old floathomes
- Private vessels
- Work vessels
- Ships to dinghies



DNR Authorities

- Anchoring for less than 14 days is generally allowed – 11 AAC 96.020
- Longer than 14 days anchorage in one location requires an approval through some authorization from DMLW
- Lack of enforcement authority to fine an individual that doesn't follow the law
- No direct authority under the land law to seize or take control of a derelict vessel
- DMLW permits activities to clean up shipwrecks and vessels

DOT/PF Authorities

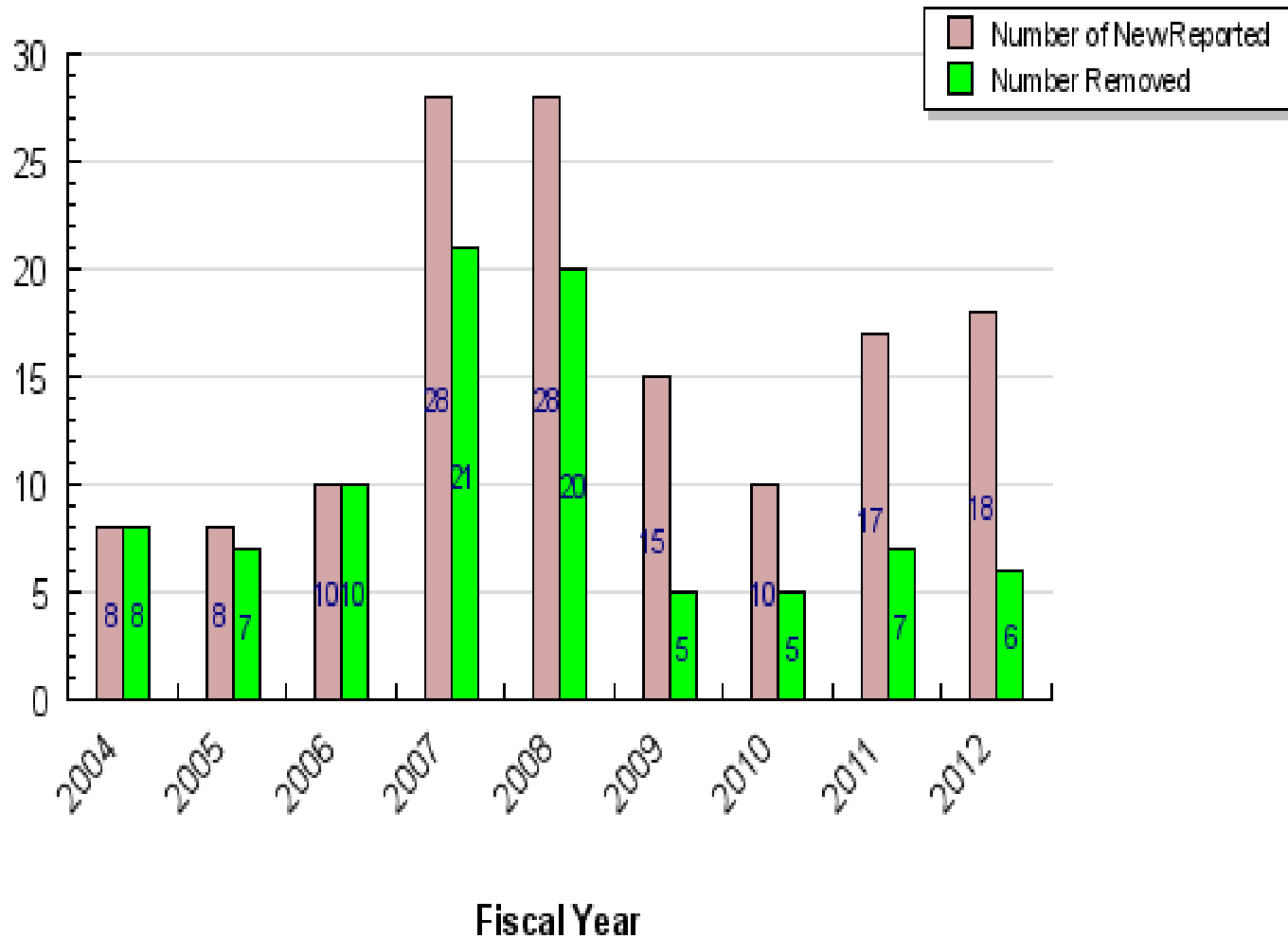
- AS 30.30 addresses both Abandoned and Derelict Vessels
- For DNR/DMLW to use this authority, the authority has to be delegated to DNR from DOT/PF



Large Issue in State

- Many abandoned and derelict vessels
- Sometimes vessels are scuttled without DMLW permit
 - sometimes to later wash ashore
- Cheaper to leave it on state land than remove and dispose of vessels – owners don't always have money to remove even if identified
- Contaminates can adversely affect environment
- Impacts navigation
- Expensive for the state to remove

Shipwrecks and Abandoned Vessels Removed





1/2 mile Creek

What does it cost

- Just removed two vessels from Jakolof Bay
 - \$250,000 to raise, remove hydrocarbons, stabilize, tow to Homer and have vessels placed in dry storage.
 - Does not include disposal if not auctioned off
- Seattle report of 140 foot vessel that sank last May cost state and federal government \$5.4 million to clean and dispose of vessel. Another recent sinking will cost over \$1 million to clean
- Washington has a derelict vessel removal account funded by a \$3 boat registration fee