

Follow-up Site Inspection Summary

PATH #: 21-HPAC-01541

FILE NAME: Ship-breaking and Vessel Grounding, Union Bay, Union Bay

DATE: 7 June 2023

IN ATTENDANCE: Andrew MacInnis (FFHPP), Shaun Tadei (C&P)

Background

A follow-up site inspection at the Deepwater Recovery ship breaking site was completed on 7 June 2023. The follow-up site inspection was at the request of Fishery Officer Shaun Tadei in relation to the progress on completing the corrective measures issued to the owner of the site. The initial site inspection was completed on 3 February 2023 and documented in the Annex 4 for this file. The 7 June 2023 follow-up inspection focused on WUA #3 – Vessel Grounding from the Annex 4 and was also conducted in part to view the site during a low tide so that more of the intertidal habitats were visible than during the original site inspection on 3 February 2022.

Follow-up Site Inspection Results

The follow-up site inspection occurred during a low tide (low of 0.4 m at 14:37, Denman Island station 07955) that allowed for the majority of the intertidal zone associated with vessel grounding to be viewed. Two of the three vessels (the grounded barge and one of the moored vessels) had been removed or partially removed from the intertidal zone since the previous site visit (Photos 1 and 2). The barge was no longer present in the intertidal zone and the one vessel was located on the barge ramp at the site. The vessel on the barge ramp was approximately 90% above the high water mark and in the process of being moved to above the high water mark (HWM). The location at the barge ramp location and primarily above the HWM was no longer impacting fish habitat.

Removal of the barge and one of the moored vessels has addressed >70% of the HADD associated with WUA #3 in the Annex 4. The continued presence of the third moored vessel in the intertidal zone does not result in any additional HADD but the site cannot recover until the vessel is removed from the water. Both of the moored vessels were located within the log watering area (log pocket) when the site was used as a log sort. This area was regularly dredged during log watering operations but has since infilled with sand and layers of wood debris. The area is in the process of recovering from past industrial use for log handling and wood waste was still present in the intertidal zone on the site. Recolonization of the sand substrate in the log pocket and where the vessel had been moored was evident from the presence of ghost shrimp, bivalves, and polychaetes.

Recommendations

- 1) The final vessel should also be removed from the site to allow for continued recovery of the site. It is understood that there have been challenges and associated delays with removal of the first moored vessel. While the preference is to have the final vessel removed as soon as possible, the continued presence of the vessel will not result in a further HADD or death of fish but only delay recovery of the remaining portion of the site. Removal of the barge and first vessel has allowed for recovery to begin on >70 % of the area originally impacted and minor delays in the schedule to ensure that the final vessel can be safely and efficiently removed will not further impact fish habitat.
- 2) Prior to removal, vessels should only be moored below chart datum and in sufficient depths to avoid grounding at low tide. Vessels should only transit the intertidal zone during a high tide when they are being removed from the marine environment.



Photo 1. The barge and three vessels that were grounded in the intertidal zone on 3 February 2022.



Photo 2. The remaining vessel moored in the intertidal zone (background) and the mostly removed vessel in the foreground. The grounded barge observed on 3 February 2023 was no longer present.