

From: Robinson, David FOR:EX (David.Robinson@gov.bc.ca)

To: Mark Jurisich (mark@deepwaterrecovery.com)

Subject: Site visit August 15

Sent: 08/17/2023 18:18:00

Attachments: image001.png

Message Body:

Hi Mark,

Thank you for meeting with myself at your Union Bay property on August 15, 2023. I was accompanied by Jim Norlock, Deputy Superintendent of Operations, Compliance and Enforcement Branch. The primary reason for my visit was to inspect the foreshore area and adjoining upland to assess compliance with the terms and conditions of your *Land Act* lease (file 0021050). Based on my observations, the following are my findings and requirements of you as lease holder:

- **Miller Freeman:** Currently this vessel rests mostly on the upland gravel ramp, with approximately 20 metres of the ship's stern still over the foreshore area (below high water mark). I note that 14 months have passed since the original letter of direction from DFO which required corrective measures to move the vessel from the foreshore area. Clearly, moving this vessel to the upland with the equipment you have available is a very slow and cumbersome process, to the degree that you do not think you can move it any further onto the upland in its current state. You stated that you would like to lighten the overall weight of the vessel by removing portions of the front end of the ship. **I remind you that Section 5 of your Environmental Management Plan (EMP) states that decommissioning will only occur on the paved area where there are catchment sumps, not on the gravel ramp area where the Miller Freeman currently sits. You are not authorized to carry out any vessel decommissioning or dismantling activities on the gravel ramp area. As discussed, if you wish to amend your EMP to propose decommissioning on the gravel ramp, you will need to have a qualified consulting professional submit to this office, for review, a detailed EMP that addresses how the aquatic environment would be protected.**
- **Surveyor:** This vessel is currently still located in the foreshore lease area, and is also required by the DFO letter of direction to be moved to the upland. You described the concept of constructing rails on the beach to facilitate the removal of the vessel. Rails or any other works considered to be placed on the foreshore are considered additional works than those identified in your approved Management Plan, and can therefore only be authorized through a formal lease amendment application through this office, with detailed engineering and environmental plans. **As discussed, any new works proposed within the foreshore area require an application for review and approval before works can commence.**
- **Rock groyne:** We observed that repairs have been conducted at the end of the rock groyne by placing some large rock rip-rap at the end of the existing groyne. This was done to repair storm damage at the end of the groyne from recent years which had pulled away some of the original rocks and crumbled the last few metres of asphalt. I note that the groyne length was not extended from that of the original constructed, and consider that the repair work you have done to be routine maintenance of existing works. **As discussed, the groyne cannot be extended or altered any further without submitting detailed engineered plans to this office for review and authorization.**
- **Barged material August 9:** As requested, please provide detailed written information about the barged material which was unloaded from the rock groyne on August 9, scaled and trucked off-site. Specifically, what was the material, the volume received, and where was it delivered. **I**

Please acknowledge that you have received this email with a written response to confirm that all of the above is clear. A reminder that per Section 8.1(a)(ii) of your lease, failure to observe, abide by and comply with the provisions of the lease agreement may result in termination of the lease agreement.

Thanks,

David Robinson, RFT

Resource Manager

South Island Natural Resource District

Ministry of Forests

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