

Ryan Atlantic II (2017)

Location: Bridgewater, Nova Scotia

Case number: 120-750-C1

The Incident

On March 25, 2017, the Canadian Coast Guard (CCG) was advised that the ex-fishing vessel *Ryan Atlantic II* appeared to be taking on water alongside the wharf in Bridgewater, Nova Scotia. The vessel was laid up in a deteriorated condition. The cause of the incident was an extremely corroded and leaking fire main pipe.

On March 26, 2017, the CCG assumed the role of Federal Monitoring Officer (FMO), responder and On-Scene Commander (OSC). The CCG hired a marine contractor that provided a dive van, truck, divers and necessary underwater equipment. Another subcontractor was contracted to pump out the engine room and dispose the oily water waste.

CCG sent two Environmental Response (ER) officers to the scene. The wharf manager and the CCG ER officers dewatered the vessel and the level of water in the engine room spaces was reduced to an acceptable level. No oil was removed from the surface area.

The vessel was boarded again on March 26, and it was confirmed that the vessel had oily water in the forward end of the engine room space and in the after engine room space. CCG and the subcontracted company dewatered the engine room space and placed absorbent boom fore and aft of the main engine to collect the residual oils. The vacuum truck removed 11,350 litres of oily, contaminated bilge water from the engine room.

It was discovered that a corroded pipe on the port side of the engine room was allowing a continuous ingress of sea water. Contracted divers fabricated and installed new sea bay covers. They removed the extremely corroded pipe and plugged the end with a wooden plug thus eliminating the ingress of sea water.

The CCG ER officers boarded the vessel to assess bilges in the engine room space. The forward bilge was completely dry, and the after bilge and shaft tunnel contained 0.5 meters of water. No further response action was necessary.

The Claim

On May 1, 2018, the Administrator received a claim from CCG, on behalf of the Department of Fisheries and Oceans (DFO/CCG), in the amount of \$17,975.67, for costs and expenses incurred in response to the incident, pursuant to the *Marine Liability Act*.

The Administrator determined that the claim was admissible under Part 7 of the Act.

Assessment and Offer

On May 9, 2018, after investigation and assessment of the claim, the Administrator made an offer to DFO/CCG for the established amount of \$17,645.78, plus interest, pursuant to section 105 of the Act. On May 22, 2018, the Administrator received the acceptance letter from CCG.

On May 23, 2018, the Administrator directed that the amount of \$18,339.53 (which included \$693.75 in accrued interest) be transferred to CCG.

Recovery Action

The Administrator has already sued the same owner for a previous incident caused by the *Ryan Atlantic II* in 2014 (our file 120-653-C1) as well as for another incident caused by another ship owned by the same owner (the *Farley Mowat*). The owner's liability under these two court cases already exceeds by far the value of his identifiable assets. Accordingly, the Administrator decided not to pursue recovery action for this *Ryan Atlantic* additional incident.

Status

The file was closed on June 21, 2018.

Related Files

Ryan Atlantic II (formerly *Cape Rouge*) (2014), Case number: 120-653-C1 (same owner and same location of incident)

Farley Mowat (2015) (Town of Shelburne), Case number: 120-679-C1-1 (same owner)

Farley Mowat (2015) (CCG), Case number: 120-679-C1 (same owner).

Hannah Atlantic (2014), Case number: 120-652-C1 (same owner).