To: FERRIS, MELISSA (DNR)[MELISSA.FERRIS@dnr.wa.gov]
From: Pruit, Terry (ATG)
Sent: Tue 12/17/2013 6:14:02 PM
Subject: RE: Sesko Property

Redacted

From: FERRIS, MELISSA (DNR)
Sent: Tuesday, December 17, 2013 9:18 AM
To: Pruit, Terry (ATG)
Subject: FW: Sesko Property

Redacted

Melissa Ferris
Program Manager
Derelict Vessel Removal Program, Aquatic Resources Division
Washington State Department of Natural Resources (DNR)
360-902-1574
melissa.ferris@dnr.wa.gov
www.dnr.wa.gov

From: Jim Minard [mailto(b) (6)
Sent: Monday, September 28, 2009 7:33 PM
To: MONTGOMERY, MELISSA (DNR)
Cc: Pruit, Terry (ATG)
Subject: RE: Sesko Property

Melissa,

We took a look at the tanks last Thursday and observed the following:

1. We walked around them and found no evidence of tank integrity breaching.

2. There are two access points at the bottom of each unit, and they appear to be closed off.

3. We decided we needed a ladder to get on top to inspect, and returned Friday with one. Once on top, we found each unit had two open hatches, one on each end. Upon inspection with flashlights, one unit appears to be dry inside and the other has 3-4 feet of water on one end which could be easily pumped out – the water was on one end as the unit is tilted and the water has collected in the low end.

4. Each unit has a built-in ladder accessible by their open hatch – we decided not to climb down into the tanks as the air quality inside was unknown. The hatches could be secured with an oval cut piece of wood, caulked and secured with a bracket and nuts/washers screwed down to the existing stud threaded mounts where the original hatches were. We did not locate the original hatches.

5. The top of each unit also has a 1' (approximately) tube running vertically from the center of the top to the center of the bottom – you could look in the opening at the top and see beach rocks on the shore below – they appear to be closed off from any access to the inside of the tanks.

6. There were several small access ports on the tops of the tanks, and they were all still firmly sealed with their respective plugs (which were probably threaded, but rusted and immovable)

7. There are two valves on the tops of the units – one appears to be a water valve, the other appears to be an air valve – probably used in the raising and lowering operations of the units when they were operational.

8. Each end of the units had welded brackets which could be hoist points – there were also large oval rings on each end of the tops of the tanks which could be used for hoist points.

9. Using a hammer, the tanks showed very little resonance – they appear to be extremely heavy.

On assessment of the equipment we currently have and the risk involved in extricating the tanks from the beach and towing them to Seattle Iron, we feel it may be beyond the capability of our equipment and what we specialize in and therefore must respectfully decline to take the effort on at this time – our concerns are as follows:

1. We may not be able to get the units off the beach with the towboat, even on a high tide – a larger boat may be required
2. If we got them underway, an unfavorable tide, wind, or current may overcome the capability of the towboat
3. If, for some reason, a unit starts taking on water and turtles we wouldn't be able to get to an access point to pump it to keep it afloat, and a less than desirable situation would ensue
4. (FYI info: We were looking to bid in the $8-9K (total) numbers to move both the units, and would have made 2 trips (one for each tank) – I did some preliminary inquiries and found large commercial Tugboats charge $350-$500 per hour – light running included (travel charges to and from the work sites) – we estimated 10 hours per tank to get from Bremerton to Seattle Iron up the Duamish River

Thank you for your consideration!

Capt Jim Minard
Unchained Marine Services
Bremerton, WA
360-471-9989

-----Original Message-----
From: MONTGOMERY, MELISSA (DNR) [mailto:MELISSA.MONTGOMERY@dnr.wa.gov]
Sent: Tuesday, August 25, 2009 9:23 AM
To: Jim Minard
Subject: RE: Sesko Property

Hi Jim,

I don't have contact information on anyone who knows more about them. Their former owner died and they are part of a probate/code enforcement action. Assuming there are no hazardous materials on board they would be going to a scrapper. Probably Seattle Iron if they will take them. No set timeframe right now but the city of Bremerton is looking to seize the owner's property for lack of payment on a cleanup (or something like that) and they need to clear off the other probate claims first. One of the probate claims is from DNR to have these tanks removed from state-owned aquatic lands. If the cost of the tow & disposal is not too expensive (or if the scrap credit will cover payment for part of the costs) the city may go ahead and do it or pay DNR to do it so that they can move forward with their seizure. I am trying to pull together enough cost information for the city to make a decision.

Melissa Montgomery
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From: Jim Minard [mailto:(b) (6)
Sent: Tuesday, August 25, 2009 7:02 AM
To: MONTGOMERY, MELISSA (DNR)
Subject: RE: Sesko Property

Hi Melissa,

Will get down to them for an inspection to see if it's feasible for us to tow them.... My concern is how they float – I might have to seal the hatches to ensure that if they turn sideways they won't start taking on water. Would you have a contact name and phone number that might know details on construction and how they float...? Where in Seattle are they going...? Also, what is the priority – are you looking for a relocation within a certain timeframe...?

Regards,
Jim

-----Original Message-----
From: MONTGOMERY, MELISSA (DNR) [mailto:MELISSA.MONTGOMERY@dnr.wa.gov]
Sent: Monday, August 24, 2009 9:55 AM
To: (b) (6)
Subject: FW: Sesko Property

Jim, see attached photos of two large floats on the beach next to the Port Washington marina. They are about 15' diameter. They float, though they have open hatches in the tops of them. They were reportedly built for raising sunken submarines. Are these something you would be comfortable towing to Seattle if we have them scrapped? If so, what would a ball park cost estimate be for the tow?
Thanks,

Melissa Montgomery

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