From:	Mary Queitzsch
To:	Dave Bartus
Cc:	Clifford Villa; Jonathan Freedman
Subject:	Re: Shipbreaking in our back yard
Date:	08/04/2010 08:41 AM

Dave,
What a great find. Both companies are up to date wrt licensing for corporations in Washington and Oregon. This looks like a lead we should try to follow up on pretty quickly - maybe even before crossing the bar is not possible this season.
Kudos.
--Mary

Mary Stroh Queitzsch
Office of Regional Counsel
U.S. EPA, Region 10
1200 Sixth Avenue, Suite 900, ORC-158
Seattle, Washington 98101-3140
phone (206) 553-0145
fax (206) 553-0163

** Confidentiality Notice: This email may contain information that is privileged, confidential or exempt from disclosure from applicable law.

▼ Dave Bartus---08/03/2010 10:19:30 PM---See http://www.thenewstribune.com/2010/08/03/1287278/when-an-old-ships-time-has-come.html?storylink=

From:	Dave Bartus/R10/USEPA/US
To:	Mary Queitzsch/R10/USEPA/US@EPA, Clifford Villa/R10/USEPA/US@EPA, Jonathan Freedman/R10/USEPA/US@EPA
Date:	08/03/2010 10:19 PM
Subject:	Shipbreaking in our back yard

See http://www.thenewstribune.com/2010/08/03/1287278/when-an-old-ships-time-has-come.html?storylink=mirelated

The Concrete Technologies graving dock is where the new Hood Canal pontoons were build after the original construction site in PA encountered tribal remains.

The graving dock is 460 feet long; the SS Mahlon Pitney measured 431.5 feet and the SS Woodbridge Ferris 408.6 feet. The USS Washtenaw County (LST-1166) is listed as having a length of 354 feet and a beam of 55 feet.