From: Jonathan Freedman
To: Dave Bartus
Cc: Christine Reichgott; Clifford Villa; Mary Queitzsch; Richard Franklin; Scott Downey
Subject: Re: Shipbreaking in our back yard
Date: 08/04/2010 03:02 PM

Dave - I have no information on any of this, except the construction dates for the Liberty ships, which like you say gives a strong reason to believe. The last time I remembered to look, they were still in the Commencement Bay moorage run by Foss I think.

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▼ Dave Bartus---08/04/2010 02:53:04 PM---I'm curious what information we have concerning how the ships were prepared prior to breaking, and w

From: Dave Bartus/R10/USEPA/US
To: Jonathan Freedman/R10/USEPA/US@EPA
Cc: Christine Reichgott/R10/USEPA/US@EPA, Clifford Villa/R10/USEPA/US@EPA, Mary Queitzsch/R10/USEPA/US@EPA, Richard Franklin/R10/USEPA/US@EPA, Scott Downey/R10/USEPA/US@EPA
Date: 08/04/2010 02:53 PM
Subject: Re: Shipbreaking in our back yard

> I'm curious what information we have concerning how the ships were prepared prior to breaking, and what was left on the vessels (e.g., paint) during cutting operations and what was exported to Asia. My concern is that the two Liberty ships have a history that puts them smack in the bulls eye of vessels likely to contain PCBs. If there was PCB paint, I'd be concerned about workers (and others) being exposed to PCBs volatilized during flame cutting. Further, if PCBs were remaining on the steel above 50 ppm, the export provisions of 761.97 would apply. This is exactly the sort of question that Basel Action Network has raised to us.

▼ Jonathan Freedman---08/04/2010 02:48:08 PM---Dave Bartus - your mailbox is full, I couldn't leave a message. Global Diving and Salvage called me

From: Jonathan Freedman/R10/USEPA/US
To: Clifford Villa/R10/USEPA/US@EPA
Cc: Dave Bartus/R10/USEPA/US@EPA, Mary Queitzsch/R10/USEPA/US@EPA, Richard Franklin/R10/USEPA/US@EPA, Christine Reichgott/R10/USEPA/US@EPA
Date: 08/04/2010 02:48 PM
Subject: Re: Shipbreaking in our back yard

Dave Bartus - your mailbox is full, I couldn't leave a message. Global Diving and Salvage called me about dumping these two Liberty ships at sea a year ago. I did some quick research on them, sent an email with a checklist and never heard back. There is interesting information in the article about disposal in the water and the involvement of the State.

I just spoke to Matt Jones. He was very reluctant to take this on, but after we talked for a bit, I think he tentatively agreed to make internal calls and determine whether their contractor called Schnitzer / Concrete Technology when they did their search for options. He believes they were contacted and did not want the vessel, otherwise it would have appeared on the list when they supplied us with options. I asked him to let me know if the Coast Guard was not able to follow up on this. I am forwarding the article link to him.

The Liberty ships would not have been a picnic to clean, I don't think.

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▼ Clifford Villa---08/04/2010 10:45:39 AM---Dave: Wow, indeed. Did the USCG miss this in their original assessment of upland disposal options?

From: Clifford Villa/R10/USEPA/US
To: Dave Bartus/R10/USEPA/US@EPA
Cc: Jonathan Freedman/R10/USEPA/US@EPA, Mary Queitzsch/R10/USEPA/US@EPA, Richard Franklin/R10/USEPA/US@EPA
Date: 08/04/2010 10:45 AM
Subject: Re: Shipbreaking in our back yard

Dave: Wow, indeed. Did the USCG miss this in their original assessment of upland disposal options?

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▼ Mary Queitzsch---08/04/2010 08:41:22 AM---Dave, What a great find. Both companies are up to date wrt licensing for corporations in Washington

From: Mary Queitzsch/R10/USEPA/US
To: Dave Bartus/R10/USEPA/US@EPA
Cc: Clifford Villa/R10/USEPA/US@EPA, Jonathan Freedman/R10/USEPA/US@EPA
Date: 08/04/2010 08:41 AM
Subject: Re: Shipbreaking in our back yard

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

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** 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.