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

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.

Jonathan Freedman (206) 553-0266
USEPA, Region 10
Sediment Management Program
1200 Sixth Avenue, Suite 900
ETPA - 083
Seattle WA 98101
freedman.jonathan@epa.gov
FAX: (206) 553-1775

▼ 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?

Cliff Villa

Assistant Regional Counsel
U.S. EPA Region 10
(206) 553-1185

▼ 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

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.