From: Mary Queitzsch
To: Jones, Matthew LT
Bcc: Jonathan Freedman
Subject: Re: Alternative Disposal Options for LST
Date: 04/14/2010 09:49 AM

Lt. Jones,

Thank you for the response on alternative disposal options for the LST 1166. I shared this list with our ocean dumping coordinator, Jonathan Freedman. We may ask for additional details on the nature of the contacts made given that alternatives to ocean disposal are preferred under EPA's general permit for the transportation and disposal of vessels.

Regards,
Mary S. Queitzsch

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▼ Alternative Disposal Options for LST

Alternative Disposal Options for LST

Jones, Matthew LT to: Mary Queitzsch 04/14/2010 09:06 AM

Sent by: **Matthew.N.Jones@uscg.mil**

Cc: "Edwards, Shaun LT", "Boes, Richard R"

Ms. Queitzsch,

I received the following information from Sector Portland and the National Pollution Funds Center regarding your question about what efforts we made regarding possible land disposal of the LST.

The following is a list of individuals that were contacted about the possibility of scrapping the vessel. All of them indicated to us that they could not/would not be interested in scrapping the vessel.

- Bill Craig of Northwest Metals
- Mark Boguski of Schnitzer Steel Industries, Inc.
- David @ Lee's Reuse (Metal Recycling)
- Jeff Krug @ Port of Portland for dock space
- Doug Averett @ Port of Longview for dock space
- Gary Kitchen of US Navy's Ship Disposal Div regarding DRMS and GSA
- Ken Trahan of the Columbia Group - same issue as above
- Becky Bellinger of Defense Logistics Agency regarding DRMS and/or GSA scrap sale of the vessel

In addition, the contractor hired to find and estimate the costs of all disposal options, T&T Bisso, found only two companies that would be willing to take the vessel. One company was in Texas and the other was in British Columbia. Both options would be require the vessel to be transported through or to another country so there would probably be issues with the exporting of hazardous materials. Furthermore, as we discussed at our meeting, the vessel probably would not be allowed/should not be moved other than out to sea since it is a serious possibility that it could sink in a port or in a shipping channel. The company in British Columbia also could only take the vessel if it was cleaned to "EPA standards." The contractor found no company in the Northwest that would be willing to scrap the vessel.

Hopefully this explanation meets your needs. Please let me know if there is anything else I can provide.

V/R,
LT Jones

LT Matthew N. Jones
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