



**EX-ARTHUR W. RADFORD (DD 968)
Frequently Asked Questions**

STATUS OF THE SHIP AND PROJECT SUMMARY

Q. What is the current status of ex-ARTHUR W. RADFORD?

A. Ex-ARTHUR W. RADFORD was decommissioned on March 18, 2003 and stricken from the Naval Vessel Register on April 6, 2004.

The Navy has offered the decommissioned destroyer ex-ARTHUR W. RADFORD for artificial reefing under its artificial reefing authority. Ex-ARTHUR W. RADFORD will be made available to all Gulf and Atlantic states concurrently utilizing the application process developed by Navy as part of the further development of its reefing program following the successful reefing of ex-ORISKANY in May of 2006.

The Navy received two letters of interest by the due date of March 28, 2008, which included a tri-state letter of interest from New Jersey, Delaware, and Maryland, and one from Florida. The State of Florida also requested an eighteen month extension to the application submittal deadline. Navy did not support the request for extension.

The ex-ARTHUR W. RADFORD is currently berthed at Navy Inactive Ships Maintenance Office, Philadelphia.

The title of ex-ARTHUR W. RADFORD will officially transfer to the state of Delaware, after the agreement has been signed by both parties and upon the ships removal from INACTSHIPMAINTO Philadelphia when Delaware's contractor tugs accept and have operational control of the ex-ARTHUR W. RADFORD for tow. The state plans to reef the ship in August 2010.

Q. Where will ex-ARTHUR W. RADFORD be sunk?

A. The sinking will take place at the Del-Jersey-Land Inshore Site located 26 miles southeast of Indian River Inlet. The jointly-developed Del-Jersey-Land reef is equidistant from fishing ports in Indian River, Cape May, N.J., and Ocean City, Md. The reef comprises an area of about one square mile with a depth of 120-130 feet.

Q. Are there any permit requirements to sink a vessel as an artificial reef?

A. A U.S. Army Corps of Engineers (ACOE) 404 permit is required to establish an artificial reef site. An ACOE 404 permit authorizes discharge of dredge or fill materials into navigable waters at specified disposal sites. The state will be responsible for obtaining the permit.

Q. How will the ship be sunk?

A. Holes will be strategically cut in the hull to allow progressive flooding and sinking.



Q. Will the public be able to see the sinking?

A. The state is responsible for all aspects of the sinking, including ensuring that a safety perimeter is established to protect the public. Please contact the state of Delaware for more information.

Q. How soon after sinking can people dive on the vessel?

A. Please contact the state of Delaware.

Q. Will the Navy/state put mooring points on the ship to provide tie-ups for diving?

A. No. The Navy will not put mooring points on the ship to provide tie-ups for diving. It will be the responsibility of the selected state to determine the requirement for and appropriate location of mooring points to facilitate anchoring points for dive boats. Please contact the state of Delaware for more information.

Q. What is the timeline for the reefing? When will the Navy select the state that will receive the ship?

A. On January 22, 2008, the Navy advertised availability of the ship for artificial reefing on the Navy Inactive Ships Web site at http://www.navsea.navy.mil/teamships/InactiveShips/Artificial_Reefing/default.aspx. An application was received from MD/DE/NJ by the April 28, 2008, deadline date. The Navy reviewed the application and requested that MD/DE/NJ respond to specific application questions. Responses to those questions were received by the Navy on October 17, 2008.

The State of Delaware signed the agreement on April 6, 2010. The title of ex-ARTHUR W. RADFORD will officially transfer to the state of Delaware, after the agreement has been signed by both parties, and upon the ships removal from INACTSHIPMAINTO Philadelphia when Delaware's contractor tugs accept and have operational control of the ex-ARTHUR W. RADFORD for tow.

Q. What was the process for states to obtain ex-ARTHUR W. RADFORD as an artificial reef?

A. Applications were required to be submitted to PMS 333 that included details with regard to applicant information, location of reef site, conservation goals, and reef cost and funding by April 28, 2008. A written endorsement from the office of the applicant's senior executive (e.g., governor, mayor, county manager) was required to accompany the letter of interest. A team of Navy personnel evaluated the application based on an assessment of the strengths and weaknesses of the applicant's response to all of the requirements. The evaluation team forwarded the results of its evaluation in writing to the decision authority within PMS 333. PMS 333 forwarded its recommendation in writing to the ASN (RD&A) for final approval in accordance with 10 U.S.C. § 7306b.

Q. If multiple applications had been received, how would the Navy have decided which state/application would be awarded a vessel for artificial reefing?



A. If more than one application had been received for ex-RADFORD, the Navy would have conducted a best value analysis of each application based on an evaluation of the applications' responses to the selection criteria:

- Meeting the requirements of the National Fishing Enhancement Act (33 USC 2101) for the enhancement of fishery resources or diving opportunities
- Availability of existing reef site and permits
- Plan for use, monitoring, and managing the ship reef, including prevention of diver deaths
- Impact on National Marine Sanctuaries or coral reefs
- Plan for accomplishing vessel preparation requirements beyond the EPA Best Management Practices (BMP) for ship artificial reefing, or plan for accomplishing all vessel preparation requirements
- Towing and sinking plan, if accomplished by the state
- Cost sharing proposals
- Availability of studies demonstrating the environmental, fishery resources, and/or economic benefits of ship reefing within the state
- Demonstration of public support for the proposed ship reef
- Connection with or enhancement of naval or maritime heritage

However, only one application was received.

Q. What cleaning/environmental preparations has the Navy conducted so far?

A. The Navy has completed PCB and asbestos surveys of the ship. The donee will accomplish all the environmental preparations required by EPA document *Best Management Practices for Preparing Vessels for Use as Artificial Reefs*.

Q. Will ex-ARTHUR W. RADFORD require special approval from the EPA to sink the vessel?

A. It will be the responsibility of the State of Delaware to prepare a PCB sampling and cleaning plan and provide it to the EPA, to negotiate with EPA, and to perform all applicable requirements for sinking the vessel. On December 11, 2009, the State of Delaware artificial reefing preparation support contractor prepared and submitted to EPA Office of Wetlands, Oceans and Watersheds (OWOW) a PCB sampling and analysis plan for the ex-ARTHUR W RADFORD. This plan was forwarded to EPA Office of Solid Waste and Emergency Response (OSWER).

Q. Will sinking ex-ARTHUR W. RADFORD as an artificial reef be environmentally safe?

A. The Gulf and Atlantic States have well established artificial reefing programs with professional staff who manage them. They are familiar with all the requirements for reefing of vessels. The use of the ex-ARTHUR W. RADFORD as an artificial reef will meet the requirements of the National Fishing Enhancement Act for the enhancement of fishery resources.



Q. What does the state have to pay for as a part of the transfer of ex-ARTHUR W. RADFORD?

A. The selected state will have to pay for all environmental preparations, towing the ship to the reef site, execute the scuttling event, maintain a safety perimeter around the ship during sinking, and picking up any debris on the water surface resulting from the sinking.

Q. Is Navy funding available for artificial reefing?

A. Pursuant to Title 10 U.S.C. §7306b(d), the Navy will share with the applicant costs associated with transferring the Vessel, including costs of the preparation of the Vessel for use as an artificial reef, in the amount of \$198,750.00, one quarter of the total reefing preparation expenses. Reefing preparation expenses which qualify for cost sharing include environmental remediation, towing and sinking. The applicant shall obtain, and bear all other costs associated with the preparation of the ship for sinking.

Q. Do states that can cost share have a better chance of receiving a vessel than those who don't?

A. The donee is determined by conducting a best value analysis of all offerors and determining the state whose offer was determined to be the best value to the government. The best value analysis takes into consideration the state's response to all selection criteria. A state that does not offer cost-sharing initiatives is not necessarily at a disadvantage compared to a state that has offered cost-sharing initiatives.

Q. How is the management of ex-ARTHUR W. RADFORD reef different than shipwrecks?

A. Ex-ARTHUR W. RADFORD will be title transferred from the Navy to the selected state prior to sinking. The ship will no longer be "owned" by the Navy. This is very different from shipwrecks. The Department of the Navy retains custody of all its ship and aircraft wrecks unless specific, formal action is taken to dispose of them. The administrative act of striking an aircraft or ship from the active list does not constitute disposal. Even aircraft and ship wrecks that are stricken from the active list remain the property of the United States until such time affirmative action is taken to dispose of these properties, such as sale, or other action in accordance with law. Other frequently asked questions about Department of the Navy policy regarding custody and management of sunken naval vessels and aircraft wreck sites can be found at <http://www.history.navy.mil/faqs/faq28-1.htm>.

Q. Who will sign the transfer agreement?

A. The Principal Military Deputy Assistant Secretary of the Navy for Research, Development and Acquisition and the designated State representative will sign the transfer agreement for ex-ARTHUR W. RADFORD.

REEFING QUESTIONS

Q. Under what authority can the Navy transfer vessels stricken from the Naval Vessel Register to States for use as artificial reefs?



A. The Fiscal Year 2004 National Defense Authorization Act (Public Law 108-136) provides the Navy the authority to transfer vessels stricken from the Naval Vessel Register to states, commonwealths, U.S. possessions, and municipal corporations thereof, for use as artificial reefs.

Q. Which federal agencies are involved in transferring obsolete vessels for use as artificial reefs?

A. The U.S. Maritime Administration (MARAD) and the U.S. Navy each have an inventory of obsolete vessels that may be available for transfer and use as artificial reefs. Additionally, the General Services Administration (GSA) may transfer small vessels and craft (i.e., under 1500 tons) that are obtained from the Navy, U.S. Coast Guard, U.S. Army Corps of Engineers, and other federal agencies to states for use as artificial reefs or for other purposes.

Q. What is the difference between Navy and MARAD ships?

A. The Navy has responsibility for disposal of obsolete warships (e.g., aircraft carriers, battleships, cruisers, destroyers, frigates and submarines). MARAD has responsibility for disposal of obsolete merchant-type vessels that are part of the National Defense Reserve Fleet (NDRF). The NDRF includes some former amphibious and auxiliary-type ships that were title transferred from Navy to MARAD. The Navy intends to only make obsolete conventionally powered ships available for use as artificial reefs.

Q. Why is reefing important to the Navy and to the United States?

A. Benefits of sinking these vessels include building reefs favorable to marine life, commercial and sport fishing, and recreational diving; removing environmental risks caused by aging ships berthed in sensitive waterways; and cost benefits allow MARAD, the Navy, and the recipient to share costs of ship transfers and preparations for sinking.

Q. Why should reefing be of interest to the general public?

A. Using sunken ships to build reefs benefits marine life, commercial and sport fishing, and recreational diving. It also removes environmental risks caused by aging ships berthed in sensitive waterways. Use of Navy/MARAD ships as artificial reefs complements existing State-sponsored artificial reefing programs and provides states with additional inventory and opportunities. In addition, it generates substantial income for local economies through unique diving opportunities and sport fishing.

Q. Will the Navy make other ships available to be sunk as artificial reefs?

A. No other ships are identified at this time.

PUBLIC VISITATION QUESTIONS

Q. Will the ship be open to the public at any time prior to the sinking?

A. No. Preparation of the ship for reefing makes the vessel unsafe for general public tours prior to sinking.

Q. Will a memorial be held? If so, when and where?



Navy Inactive Ships Program

The Navy's Agent for Ship Inactivation & Reutilization

A. Due to budgetary and manpower restraints, the Navy is unable to facilitate/coordinate memorial services. However, the Navy will cooperate in any way possible with veterans' groups or other organizations interested in holding a service. After the ship is transferred to a state, veterans' groups will have to coordinate with the state in order to arrange for a memorial service.