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Water Pollution Historical Documents (1948-1957)

[Letter dated July 17, 1957 from Washington State Department of Game to Local District Supervisor](#)

Letter relating telephone conversation with Washington State Pollution Control Commission discussing drainage from Sea-Tac airport causing fish kills in Miller Creek., including the recent plant of fish just prior to the opening of fishing season. Suggestions made to eliminate Miller Creek from future fish planting until problem is solved as well as contact newspapers about the problem.

[Letter dated June 20, 1957 from Kenneth R. Jones, Metropolitan Engineering Manager to Earle Bigler, Manager of Sea-Tac Airport](#)

Letter from Pollution Control Board confirming conversation with Port of Seattle assistant airport manager concerning recent killing of over 1,000 Rainbow Trout 8-10 inches in length as a result of discharge of "plane wash waters". Letter states "[t]he most desirable system to provide proper disposal facilities in a single facility rather than in separate treatment units for each airline. Treatment will probably consist of adequate oil separation and chemical removal of emulsified oils and sludges."

[Inter-Office Memorandum dated June 5, 1957 issued by Washington State Pollution Control Commission](#)

Memorandum reports meeting with Sea-Tac Airport Assistant Manager to discuss fill kill reported by Department of Game. The two agree to write a letter concerning the situation.

[Letter dated May 20, 1957 from Washington State Pollution Control Commission](#)

Letter from Pollution Control Commissions concerning kill of planted trout states "the Sea-Tac airport will have to apply for a waste discharge permit and we will have to run a bio-assay on the existing effluent."

[Letter dated March 30, 1954 from State of Washington Pollution Control Commission to Chief Engineer, Port of Seattle](#)

Letter from Pollution Control Commission to Port concerning waste filtration facilities proposed by Port states "[i]t is our opinion that the installation you proposed will accomplish very little under present conditions" and that " there is a definite need to separate the oily wastes from the storm sewer or to provide adequate treatment for the combined wastes."

[Letter dated February 15, 1954 from State of Washington Pollution Control Commission to Port of Seattle](#)

Letter noting that oil separators installed by airline tenants fail to control waste and noting that the Port's proposal to run oily waste through a sand filter "will accomplish very little toward adequately and permanently solving the waste disposal problem." Letter also notes that the Port's airline leases require the Port "to provide adequate waste disposal facilities."

[Letter dated November 12, 1953 from State Representative Andy Hess \(31st District\) to State Pollution Control Board](#)

A scathing letter to the State Pollution Control Commission recapping the events of the past seven years. Representative Hess recounts that a property owner has filed suit for damages, naming the Port of Seattle as defendant, and cites the allegations in the complaint which include ". . . said . . . waters . . . have deposited vast quantities of oil, grease, and foreign and harmful substances upon plaintiffs's soil, impregnating the same so that on 8/19/52 a sample of said soil showed a deposit of oil amounting to 620 gallons per acre." . . . "That said waters, discharged by defendants aforesaid (Port of Seattle), have left a black crusty material on the tree trunks and brush and over the ground which is of sufficient oil content that the same ignites and burns with a smoky oily flame."

[Letter dated April 22, 1953 from Pollution Control Commission to Port of Seattle](#)

Letter approving plans for increasing the size of the lagoon for "Plane Wash Waste"

[Letter dated April 21, 1953 from Port of Seattle to Pollution Control Commission](#)

Letter stating that the Port is "doubling the size of the lagoon near the sough margin of the airport property."

[Letter dated March 5, 1953 from Port of Seattle to State Pollution Control Commission](#)

Letter discussing use of "a separator pit for separating grease and other impurities form plane wash waste before emptying into Port of Seattle drainage system or elsewhere on the property" as a temporary installation "until such time as a permanent system can be developed."

[Letter dated October 30, 1952 from Leo A. Daly Company to Washington State Pollution Control Commission](#)

Letter reporting that the results of a laboratory test to dilute waste oil and emulsified oils unsatisfactory.

[Letter dated September 27, 1951 from Des Moines resident to State Pollution Commission](#)

Letter concerning "pollution of Des Moines Creek, caused by the dumpling of airplane washings and oil from the Seattle-Tacoma Airport . . ." noting "[t]his condition has existed now for over four years, with the result that a large area of our property has become impregnated with oil and scum due to the overflow from the "settling pit" finding its way into the airport storm sewer."

Letter dated January 29, 1951

Letter from Pollution Control Commission to Northwest Air Lines concerning "accidental spilling of heavy oil in the Northwest Airlines hanger, and failure of the Airlines to keep the oil sump cleaned."

Letter dated March 31, 1950 from N.E. Waggoner, Senior Public Health Engineer to Port of Seattle

Letter noting that "[d]uring a recent inspection of the United Airlines Hanger at the Seattle-Tacoma Airport on March 29, 1950, it was found that employees were dumping oil into the sanitary sewers."

Letter dated December 9, 1949 from Assistant Director & Associate Engineer to Chief Engineer, Port of Seattle.

Letter issued by State Pollution Control Board stating "We are preparing to issue an order requiring complete removal of airplane washings from the storm sewer and from Des Moines Creek. We are convinced that anything less than that will always be subject to accidents and much controversy."

Letter dated November 12, 1949 from City of Seattle and King County Department of Public Health to State of Washington Pollution Control Division

Letter from the Health Department refers complaints regarding the matter of "waste wash water from the Northwest Airlines hanger at Bow Lake Airport" to the State's Pollution Control Commission.

Memorandum dated June 25, 1948 from State of Washington Pollution Control Division

Memorandum of meeting attended by Seattle Port Commissioners, the Port's Chief Engineer, the Director and the Chief Biologist of Washington State Pollution Control Commission. Attendees suggest that the Port "dig a large pit in the vicinity of the hangers where the planes are washed, so as to run the drainage waters into it . . ."

Report dated June 8, 1948 from Laucks Laboratories - "Preliminary Report on Contamination at Bow Lake Airport"

Report describing the material used to wash aircraft and possible means of treatment of this material after the operation of washing aircraft.

Letter dated May 26, 1948 from the Port of Seattle

Letter noting the Port has just completed design of the sewage treatment plant for the airport requests information as to whether the treatment plant will treat the emulsifying agents used to wash airplanes.

Memorandum dated April 16, 1948 from State of Washington Pollution Control Commission

Memorandum relates Port of Seattle Chief Engineer stating that since the Port commissioners had requested the airlines cease polluting Des Moines Creek he assumed the airlines had ceased doing so and that "the rest is up to the State Pollution Control Commission." Memo includes a citation of letter from attorney representing airline tenant and states "we feel that at an early date the Port of Seattle will recognize its obligations both to us and to the State and thereupon undertake corrective procedures."

Letter dated April 15, 1948 from Port of Seattle to Northwest Airlines

Letter references previous correspondence with the airline tenants concerning "pollution that is taking place in Des Moines Creek" and alleges that continued discharges of detergent into Des Moines creek by the tenant constitutes a violation of the tenants lease with the Port.

Letter dated January 27, 1948 from State of Washington Department of Game to President of the Angle Lake Community Club

Letter acknowledging receipt of a resolution of the Angle Lake Community Club and requesting that the Department of Game replant fish in the stream "which originates in Bow Lake". The Department of Game writes "[w]e do not feel justified in making plants of valuable fish if they are to be periodically subjected to the lethal effluence from the airport."

Letter dated December 17, 1947 from Washington State's Pollution Control Commission to Airline Tenant at Sea-Tac Airport

Letter discusses that "[i]nvestigation has disclosed that the caustic materials used in washing the airplanes drain into Des Moines Creek and have killed all the fish." The letter requests that other means of disposing of drainage "be inaugurated at once."

Petition dated November 17, 1947 from property owners to State Pollution Control Commission

Petition signed by nine property owners near Sea-Tac airport requesting that the State take action "to compel the Seattle Tacoma Airport at Bow Lake to cease pollution of the waters of the Des Moines Creek by drainage from the hangers."

Memorandum dated November 12, 1947 from State of Washington Pollution Control Division to its Chief Biologist

Memorandum describing an inspection which revealed that drainage from "Bow Lake Airport" (Former name for Sea-Tac Airport) "finds its way into Des Moines Creek" and that dead fish had been noticed in the stream.

Letter dated October 6, 1947 from Lauck's Laboratories Inc. to Port of Seattle

Letter from testing laboratory to Port of Seattle Chief Engineer describing how cleaning detergents and emulsifying agents used at the airport are being rinsed into local storm sewers.

Deputy Commissioners / Dr. W. R. Bernard, Chairman, Cheney
Edson Dow, Wenatchee James A. Loudon, Yakima Richard S. Seward, Seattle
Claude C. Snider, Vancouver Walt Faylor, Aberdeen

Director of Game / John A. Biggs

State of Washington



DEPARTMENT OF GAME

509 Fairview Avenue North / Seattle 9, Washington

July 17, 1957

RECEIVED
JUL 19 1957

Ed Chitwood
Supervisor District #7
Department of Game
Seattle, Washington

Pollution Control Commission

Dear Ed:

In a telephone conversation with Al Neil of the Pollution Control Commission, he advised of the difficulties they have encountered in trying to get a correction at the Seattle-Tacoma Airport. Drainage from the field eventually finds its way into Miller Creek. Toxic materials used at the airport have caused several fish kills. The most recent which was called to my attention, was the loss of the entire plant of fish made just prior to the opening of the season.

Mr. Neil has suggested we eliminate Miller Creek from our planting list until he advises us that a satisfactory correction has been made. Mr. Neil also suggested that if we so desired it might not hurt to let the newspapers know the situation.

Very truly yours,

THE DEPARTMENT OF GAME

Robert C. Meigs
Robert C. Meigs, Asst. Chief
Fishery Management Division

RCM:mc
cc: Harry Bean
G. P. Pautake
Pollution Control Commission ✓

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COPY

Albert D. Rosellini
XXXXXXXXXXXX

224 Old Capitol Building
XXXXXXXXXXXX

XXXXXXXXXX

June 20, 1957

Mr. Earle S. Sigler, Manager
Seattle Tacoma International Airport
Seattle 88, Washington

Dear Mr. Sigler:

This letter is to confirm my discussion with Mr. Donald G. Shay, assistant airport manager, on June 5, 1957, relative to a recent fish kill in the creek which drains from Bow Lake. The kill occurred as a unit of discharge of plane wash waters which contain a variety of chemicals and oils. Over 1,000 Rainbow Trout 8-10 inches in length were killed within a 12 hour period on May 20, 1957. Complaints from residents along the creek have been renewed since that time regarding water conditions below the airport drainage.

This particular situation has been a reoccurring one over many years. To date partial correction of this problem has been made since an Airline Waste Incinerator and oil separator and the airport has installed a holding lagoon. Unfortunately the holding lagoon is completely ineffective during rain storms. Plane wash waters discharge into the airport storm sewer and are diverted during dry weather into the lagoon. During storms the combined waste and storm water bypass the lagoon.

The recent fish kill of May 20, 1957, apparently resulted from improper functioning of facilities in service. Since this situation is a continuously impending one, it is necessary that a correction be made to preclude further damage in the waterway. Furthermore, continual expansion of airport facilities can only aggravate the existing problem and proper waste disposal must be considered along with expansion plans.

There are two immediately apparent methods of handling the problem. VIZ., construction of a separate industrial waste sewer and waste treatment facilities; or require each airline to provide suitable treatment for its waste prior to discharge to the storm sewer.

The most desirable system to provide proper disposal facilities is in a single facility rather than in separate treatment units for each airline. Treatment will probably consist of adequate oil separation and chemical removal of emulsified oils and sludges.

ment units for each airline. Treatment will probably consist of adequate oil separation and chemical removal of emulsified oils and sludges.

It is requested that immediate consideration be given to the treatment and disposal of industrial wastes produced at the Seattle-Tacoma Airport and that the Pollution Control Commission be notified of proposed action that will be taken to correct this problem.

Sincerely,

Kenneth R. Jones
Engineer, Metropolitan District

KRJ:dn
cc: Game Dept.

STATE OF WASHINGTON
POLLUTION CONTROL COMMISSION
224 OLD CAPITOL BUILDING
OLYMPIA, WASHINGTON

Ken Jones & Don Peterson May 20, 1957

Al Neale

**Fish kills on Miller Creek
Below the Sea-Tac. Airport**

C Bob Neign called regarding a kill of planted trout in the creek which drains Bow Lake.

Additional information can be obtained from Mr. Les Walters who is the Supervisor of the Seward Park Hatchery of the State Game Dept.

O Actually the Sea-Tac. Airport will have to apply for a waste discharge permit and we will have to run a bio-assay on the existing effluent.

Our recommendations are to be transmitted to the State Game Department.

P

**Alfred T. Neale
Associate Engineer in Charge**

ATN:dn
cc: Bob Maiga

Y

STATE OF WASHINGTON
POLLUTION CONTROL COMMISSION
408 OLD CAPITOL BUILDING
OLYMPIA, WASHINGTON

extra

March 30, 1954

G
O
P
Y

Mr. G. T. Treadwell, Chief Engineer
Port of Seattle
P. O. Box 1278
Seattle 11, Washington

Dear Mr. Treadwell:

Your letter of March 22 has been received and has pointed out a need for some clarification of our position in regard to approval of the waste filtration facilities which you proposed to install at the Seattle-Tacoma Airport.

It is our opinion that the installation you proposed will accomplish very little under present conditions. My previous letter indicated several factors which are involved in this matter. The principal reasons for raising a question about the adequacy of your proposed plan are first, the oily wastes are mixed with a tremendous quantity of storm water; and second, the sewer is so constructed that during heavy rains little or none of the mixed oil waste-storm water will be processed in the system and the by-passed water will contain nearly all the floating oils.

Mr. Bergerson's last letter to you indicated a need for treating the storm waters and suggested the use of a lagoon. This substantiates our opinion that there is a definite need to separate the oily wastes from the storm sewer or to provide adequate treatment for the combined wastes.

If a separation of wastes is effected, then your design would have a chance to function as intended. This Commission will not object to the installation you proposed since it will surely add something of value to the waste treatment facilities. However, we do not feel that our approval can be given unless a separation of the waste waters is a part of the plan.

Very truly yours,

Kenneth R. Jones
Field Engineer

Kenneth R. Jones
Field Engineer

KRJ/ek

STATE OF WASHINGTON
POLLUTION CONTROL COMMISSION
408 OLD CAPITOL BUILDING
OLYMPIA, WASHINGTON

February 15, 1954

C Mr. G. I. Treadwell, Chief Engineer
Port of Seattle
P. O. Box 1573
Seattle 11, Washington

Dear Mr. Treadwell:

O Since my visit to your office concerning a proposed installation for treating oily waste waters at the Seattle-Tacoma Airport, I have visited the airline installations at the airport to obtain additional information regarding the waste materials generally discharged into the sewers.

P It was found that the United Air Lines has nearly completed the installation of an A.F.I. oil separator which should be fairly successful in removing floating oils. The Pan American airline and the Northwest Airlines both have oil sumps. These sumps do not classify as oil separators in that they remove only a small portion of the free oils. In no case does the oil separator have any effect upon emulsified oils which constitute the greatest majority of the wastes.

Y The three airlines, then, discharge their oily waste effluents into the main storm sewer which drains the east side of the field. During summer months when there is no storm water, the oily wastes are discharged into a lagoon. The diversion structure essentially consists of a low dam in the storm sewer which diverts the waters into a smaller pipe leading into the lagoon. This method of diversion is apparently satisfactory during dry weather. However, it is so designed that when the volume of storm water increases so that the diversion dam is overflowed, the water containing the floating oils is the first to be carried directly into Des Moines Creek.

The airline representatives readily admit that there are large volumes of oils, emulsifying chemicals, solvents, and other cleaning chemicals discharged into the storm sewers.

All of these factors indicate that your proposal to install a small sand filter will accomplish very little toward adequately and permanently solving the waste disposal problem. This Commission, therefore, cannot approve your plans for this installation with any confidence that it will successfully cope with the waste problem. We will not, on the other hand, prevent the installation of such facilities if you desire to make a trial of them.

STATE OF WASHINGTON
POLLUTION CONTROL COMMISSION
408 OLD CAPITOL BUILDING
OLYMPIA, WASHINGTON

February 15, 1954

C Mr. G. I. Frenschwell, Chief Engineer
Port of Seattle
P. O. Box 1878
Seattle 11, Washington

Dear Mr. Frenschwell:

O Since my visit to your office concerning a proposed installation for treating oily waste waters at the Seattle-Tacoma Airport, I have visited the airline installations at the airport to obtain additional information regarding the waste materials generally discharged into the sewers.

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STATE OF WASHINGTON
POLLUTION CONTROL COMMISSION
408 OLD CAPITOL BUILDING
OLYMPIA, WASHINGTON

February 15, 1954

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Port of Seattle
P. O. Box 1878
Seattle 11, Washington

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ANDY HESS

THIRTY-FIRST DISTRICT
1114 S. W. 19TH
SEATTLE 28



COMMITTEES
EDUCATION AND LIBRARIES
ELECTIONS
ENHANCEMENT AND ENROLLMENT
LABOR RELATIONS
REVENUE AND TAXATION

HOUSE OF REPRESENTATIVES
STATE OF WASHINGTON

THIRTY-THIRD LEGISLATURE

1953

OLYMPIA

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Pollution Control Commission

November 12, 1953

Washington Pollution Control Commission
Olympia, Washington

Gentlemen:

There is a problem of pollution in the 31st District that warrants corrective action by the Pollution Control Commission. There appears to be a clear-cut violation of Section 14 of the Washington Pollution Control Law by the Port of Seattle's Seattle-Tacoma Airport.

The waters of Bow Lake and Des Moines Creek are being openly and deliberately polluted by liquid found to be "toxic to aquatic organisms, fish life, and domestic stock".* Des Moines Creek empties directly into Puget Sound just a few miles below the point of pollution and carries these toxic materials out into the sound. Des Moines Creek water is used to water livestock, to irrigate with, and a local water district has two of its wells in a basin of the creek below the point of pollution. Children play in the stream and fish used to swim in it. Our sportsmen are irate over the pollution of our fine Sound fishing waters by materials toxic to fish life.

This is not a new problem. Your files will reveal that since June of 1946 the Seattle-Tacoma Airport has been draining wastes including plane washings and other caustic materials into Des Moines Creek. Your files will show the receipt of petitions in 1947 by residents of this area requesting action to stop this pollution. On June 16, 1948, Dr. Fasten, Chief Biologist, Pollution Control Commission, wrote in an official correspondence that...."the solution that seemed best....was that of finding some means of running the drainage into the contemplated sewage disposal system which is to be built in the near future."....."We realize that this will take some time and to prevent further pollution of the creek....we suggest that a large pit be dug into which the drainage waters can be run and left there to evaporate or stored until such a time as the problem is adequately solved." In May 1949 Col. W. S. Marison in a letter to the Commission stated...."the condition of the creek has become increasingly worse. At times this creek is nothing more than an open sewer giving forth a foul odor and spreading oil and slime along the banks." On December 9, 1949 the Pollution Control Commission in a letter to the Chief Engineer, Port of Seattle, stated as follows: "It now becomes necessary

* Findings of Washington Pollution Control Commission's Chief Biologist, Dr. Nathan Fasten, as reported Dept. Memorandum #596 - 5/25/46.

* Findings of Washington Pollution Control Commission's Chief Biologist, Dr. Nathan Fasten, as reported Dept. Memorandum #596 - 5/26/46.



Wash. Pollution Control Comm.

-2-

November 12, 1953

that an order be issued requiring positive steps for keeping airplane washings out of Des Moines Creek. No real purpose will be served by evading the problem any longer."....."We are preparing to issue an order requiring complete removal of airplane washings from the storm sewer and from Des Moines Creek."....."Plain dilution will not be a satisfactory solution to the problem at any time of the year."

On August 28, 1952 Laucks Testing Laboratories made certain analysis* of the results of this pollution to the Des Moines Creek waters and of residue deposited along the banks by the stream. The owner of the property then filed suit for damages, naming the Port of Seattle as defendant. Among the allegations of the claimant in the suit, based on the laboratory report, is the following language: ".....said...waters...have deposited vast quantities of oil, grease, and foreign and harmful substances upon plaintiff's soil, impregnating the same so that on 8/19/52 a sample of said soil showed a deposit of oil amounting to \$20 gallons per acre."... "That said waters, discharged by defendants aforesaid (Port of Seattle), have left a black crusty material on the tree trunks and brush and over the ground which is of sufficient oil content that the same ignites and burns with a smoky, oily flame." (These same waters emptied several miles below into Puget Sound).

This suit never came to trial because the Port of Seattle immediately purchased the property involved and thus quieted the claim for damages.

Fish do not have attorneys and cannot file suit for damages. In order to protect these fish and those who seek recreation in the waters of this area, (the Des Moines Creek outlet is very near the Saltwater State Park), the Washington Pollution Control Commission is empowered and instructed by law to prevent such pollution.

On November 11, 1953, I personally examined the area in question. I find this problem still exists and with the addition of a new source of pollution.

I found, south of the airport, an earthen settling basin from which a 6-inch pipe runs into two wooden forms whose total dimensions were about 3 feet by 3 feet by 12 feet. The drainage was milky in color and had an oil scum on the surface. This water flowed out of the wooden forms and for about 50 feet across an open slope of field, then into the storm sewer which carried it directly into Des Moines Creek. At the juncture with the creek the drainage was oily to the touch with visible oil on the surface, and was heavily milky in discoloration.

On the east side of the airport there is a small cement tank which overflows across about 75 feet of field into the ditch along Highway 99 from which it is carried directly into the waters of Bow Lake. This liquid was even more white and milky in color, also oily, and the ground over which it ran showed oil residues.

There can be no doubt but that the Commission order of Dec. 9, 1949 is being violated and that the violation is wilful and deliberate. How can we

There can be no doubt but that the Commission order of Dec. 9, 1949 is being violated and that the violation is wilful and deliberate. How can we

* Laboratory #116336

Wash. Pollution Control Comm.

-3-

November 12, 1953

expect private industry to respect the Pollution Commission's orders if public agencies are permitted such flagrant violations? The Port of Seattle first promised to stop this pollution in 1946. They were ordered to do so in 1949. The abuse continues in 1953. When does the Pollution Control Commission intend to act?

Salt Water fishing is one of our major industries and provides sportsmen with fine and constructive recreation. This great resource must be protected from the ravages of pollution. I hope the Commission is more diligent in the exercise of its responsibilities in other pollution cases than in this one.

It has been a shameful spectacle for a public agency, such as the Port of Seattle, to show such open disregard for sanitation and to evidence such small respect for the pollution control laws of Washington. Sportsmen and conservation-minded citizens everywhere hope that the Commission will meet its responsibility and protect our streams from pollution.

May I hear from you fully regarding whatever action is taken in this case.

Sincerely,

Andy Hess
ANDY HESS

AH:EG

cc/State Dept. of Fisheries
State Dept. of Game
State Parks & Rec. Comm.
King Co. Health Dept.
Seattle Sportsmen's Council
Press



April 22, 1953

Mr. G. T. Treadwell
General Manager-Chief Engineer
Port of Seattle
P. O. Box 1878
Seattle 11, Washington

Seattle-Tacoma Airport
Plane Wash Waste

Attention: S. Chas. Beardtype, Asst. Chief Engineer

Dear Mr. Treadwell:

In accordance with the rules and regulations of the Pollution Control Commission, the plans for the subject project have been reviewed and are hereby approved.

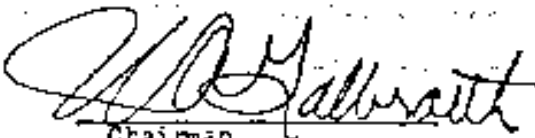
This approval is given on the basis of your letter of April 21, 1953, outlining the plans for increasing the size of the lagoon area.

Very truly yours,

E. F. Eldridge
Director and Chief Engineer

EFE/zb

FOR THE COMMISSION


Chairman

[Handwritten signature]

Chairman

Commission

E. H. BAYAGE
RADM GORDON ROWE
CLARENCE H. GARLANDER



Managing Director
WARREN D. LAMPORT
General Manager - Chief Engineer
GEORGE T. TREADWELL

P. O. BOX 1878 - SEATTLE 11, WASHINGTON - TELEPHONE MAIN 5124 - CABLE 'PORTSE'

April 21, 1953

Mr. E. F. Eldridge
Director and Chief Engineer
Pollution Control Commission
408 Old Capitol Building
Olympia, Washington

Seattle-Tacoma Airport
Plane Wash Waste

Dear Mr. Eldridge:

Replying to your letter of March 31, 1953, we are now in the process of doubling the size of the lagoon near the south margin of the airport property.

Port of Seattle has also purchased a parcel of property totaling about six and one-half acres formerly owned by W. S. Murison, located near the end of the discharge pipe and fronting on South 192d Street. This property is low and acts as a further settling basin for any objectionable waste.

You are requested to examine the improvements being provided and, if satisfactory, provide us with your approval for United Air Lines' installation, requested in our letter to you of March 5, 1953.

Very truly yours,

G. T. Treadwell
General Manager-Chief Engineer

S. Chas. Dearstyne
S. Chas. Dearstyne
Assistant Chief Engineer

SCD:j
cc: L. G. Hall



Commission
H. SAYAGE
EDM GORDON ROWE
LARENCE H. CARLANDER

Managing Director
WARREN D. LAMPORT
General Manager—Chief Engineer
GEORGE T. TREADWELL

BOX 1875 • SEATTLE 11, WASHINGTON • TELEPHONE MAIN 812 • AIR CABLE PORT SEATTLE

March 5, 1953

RECEIVED
MAR 6 1953
Pollution Control Commission

State Pollution Control Commission
408 Old Capitol Building
Olympia, Washington

Re: Seattle-Tacoma Airport
U. A. L. Lease Area
Plane Wash Waste

Gentlemen:

We are enclosing one print of United Air Lines Dwg. No. 8-1838, Sheet No. 1, indicating a separator pit for separating grease and other impurities from plane wash waste water before emptying into Port of Seattle drainage system or elsewhere on the property.

It is our understanding that you have previously been asked to review this proposal as an installation temporary until such time as a permanent system can be developed, and that such approval has been given.

United Air Lines has now asked Port of Seattle for approval for the installation. Inasmuch as our approval will be given only after approval by the Pollution Control Commission, and in order that a complete meeting of the minds be established, you are requested to forward Port of Seattle approval for the installation as outlined above.

Very truly yours,

G. T. Treadwell
General Manager—Chief Engineer

By 
S. Chas. Dearstyne
Assistant Chief Engineer

SCD/bb
Enc.

Leo A. Daly Company

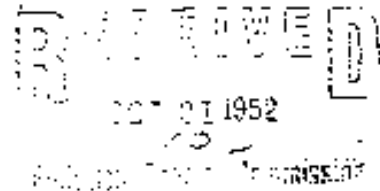
ARCHITECTS AND ENGINEERS

INSURANCE BUILDING
Omaha, Nebraska

SECURITIES BUILDING
Seattle, Washington

AMBASSADOR BUILDING
St. Louis, Missouri

WRITTEN FROM
Seattle
30 October 1952



Mr. E. F. Eldridge
Director and Chief Engineer
Washington State Pollution
Control Commission
Olympia, Washington

Dear Mr. Eldridge:

The enclosed laboratory report concerning the airplane washwater disposal at Seattle-Tacoma International Airport is forwarded for your information. You can see from this report that the original plan that we were investigating, based on certain information furnished by the Turco Products, Inc., is not feasible for solving this problem.

We are presently investigating a solution based on oil separation. As soon as this investigation has reached a more advanced stage, we will contact your office and submit our plans for your consideration.

Very truly yours,

Frank V. Reilly
Frank V. Reilly

FVR:mp

Enclosure

FUNCTIONAL ANALYSIS + ARCHITECTURAL DESIGN + SITE PLANNING + CIVIL, STRUCTURAL, MECHANICAL, ELECTRICAL ENGINEERS + PROJECT SUPERVISORS

WILLIAM S. MERISON
BOX 276
DES MOINES, WASH.

September 27, 1951.

SUBJECT; Pollution of Des Moines Creek.

TO: State Pollution Commission,
403 Old Capitol Building,
Olympia, Wash.

RECEIVED
SEP 27 1951
6

1. Would confirm telephone conversation with your office today advising that the pollution of Des Moines Creek, caused by the dumping of airplane washings and oil from the Seattle-Tacoma Airport continues unabated.
2. This condition was first reported to you November 17th, 1947, after repeated protests to the Chief Engineer, Port of Seattle had brought about no remedial action.
3. We know you are fully aware of these conditions and it has been through your actions alone that any attempt has been made to rectify this most unsanitary condition.
4. This condition has existed now for over four years, with the result that a large area of our property has become impregnated with oil and scum due to the overflow from the "settling pit" finding its way into the airport storm sewer. The volume of water coming from this storm sewer in rainy weather floods a large area of land and on this water receding leaves a deposit of oil and scum.
5. The finding of your Commission is that these washings are toxic, although the Chief Engineer of the Port of Seattle seemingly is not in agreement with this.
6. The Des Moines Creek, as it passes through our property is foul, odorous and very frequently has the appearance of an open sewer.
7. We have made every effort to have the Port of Seattle remedy this objectionable condition in an amicable manner, but these efforts have been fruitless, we having received nothing but promises. We now feel the time has come for some definite action to be taken, and respectfully request the existing conditions on Des Moines Creek be again investigated by your Commission and action taken to compel the Port of Seattle to clean up this foul mess.

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Des Moines Creek be again investigated by your Commission and
action taken to compel the Port of Seattle to clean up this foul
mess.

Respectfully

cc Port of Seattle
Northwest Airlines.

W. S. Morrison

January 29, 1951

Mr. Don Gestalder
Construction Engineer
Northwest Air Lines
Seattle-Tacoma Airport
Seattle 48, Washington

Dear Sir:

During the fall of 1950, the Pollution Control Commission received several complaints regarding the dumping of oily wash waters from the Seattle-Tacoma Airport into a tributary of Deep Water Creek. These washings, which are produced by the Northwest Airlines operations, are normally collected, during dry weather, in a storage pond. Discharges of oil to the stream took place during dry weather, and were observed by engineers of the Commission staff.

Officials of the Airport have stated that at least a part of the trouble was caused by accidental spilling of heavy oil in the Northwest Airlines hangar, and failure of the Airlines to keep the oil sump cleaned.

The Commission has agreed to give the present ponding system another trial during the coming summer, when it is hoped that closer supervision will be given to the facilities. A repetition of the conditions which were obtained last year will require that new means for disposal of the washings must be found.

Your cooperation is requested in the reduction of amounts of waste oil reaching the sewers, and in frequent inspection and cleaning of the oil sump.

Very truly yours,

James S. Mark
Associate Engineer

JW:ac

cc: Mr. William Baptie

JW:ac

cc: Mr. William Bapts

December 9, 1949

Mr. G. T. Treadwell, Chief Engineer
Port of Seattle
P. O. Box 1373
Seattle 11, Washington

SUBJECT: Airplane Washings -- Seattle-Tacoma Airport

Dear Sir:

It is now over two years since first complaints on dumping of airplane washings in Des Moines Creek were first received in this office. Complaints have been received periodically ever since and there is very great dissatisfaction with the present method of waste disposal on the part of residents living on Des Moines Creek.

It now becomes necessary that an order be issued requiring positive steps for keeping airplane washings out of Des Moines Creek. No real purpose will be served by evading the problem any longer. Action by the Pollution Control Commission will undoubtedly be better for everyone concerned than legal action or court injunction by residents on the creek.

We are preparing to issue an order requiring complete removal of airplane washings from the storm sewer and from Des Moines Creek. We are convinced that anything less than that will always be subject to accidents and much controversy. Plain dilution will not be a satisfactory solution to the problem at any season of the year.

If you have any valid reason why such order should not be issued and made effective within approximately sixty days, you are invited to advise this office within fifteen (15) days and present an alternate proposal.

Very truly yours,

Wallace W. Bergerson
Assistant Director & Associate Engineer

WBH/ab
CC Northwest Airlines
CC Norman Cornish

WB/ab
CC Northwest Airlines
CC Norman Cornish

CITY OF SEATTLE
AND
KING COUNTY

Department of Public Health

EMIL E. PALMQUIST, M.D., M.P.H.
DIRECTOR OF PUBLIC HEALTH
SEATTLE 4, WASHINGTON

November 12, 1949

RECEIVED
NOV 15 1949

State Pollution Commission

Wally: Please answer Ed

State of Washington
Pollution Control Commission
Legislative Building
Olympia, Washington

Attention: Wallace W. Bergeson, Associate Engineer

Gentlemen:

I should like to refer a problem to your Department for action which I believe you have the authority to handle.

Mr. Albert Young advises me that this is an old story to you and that it will probably not be necessary to go further into detail than to state that it involves the waste wash water from the Northwest Airlines hangar at Bow Lake Airport. At the present time this outfall is discharging ~~into a creek~~ directly south of South 188th and 22nd South.

We have had several complaints regarding this matter, the most recent of which has been from a Mr. Cornish of 19432 - 22nd South. Any corrective measures you may be able to instigate in this problem will be greatly appreciated.

Very truly yours,

DIVISION OF SANITATION

J. E. Van Amburgh
J. E. Van Amburgh, Chief

STATE OF WASHINGTON

Technical Division

POLLUTION CONTROL COMMISSION

Bagley Hall Annex - University of Washington

Seattle 5, Washington

Mon C. Wallgren
Governor

June 25, 1948

Jack Taylor
Director

MEMORANDUM NUMBER 596

CONFERENCE REGARDING DRAINAGE AT SEATTLE-TACOMA

AIRPORT AT BOW LAKE

By Nathan Fasten

TIME: June 15, 1948, 10:00 AM to 12:00 Noon.

PLACE: Office of Mr. George Treadwell, Port of Seattle Engineer,
405 Bell Street Terminal, Seattle, Washington.

PRESENT: From Port Commission:
Commissioner E. H. Savage
Commissioner W. D. Lamport
Chief Engineer George T. Treadwell

From Pollution Control Commission:
Assistant Director Joe Lobberagt
Chief Biologist Dr. Nathan Fasten

This conference was for the purpose of determining what seems best to do with the drainage waters and wastes from the hangars at the Bow Lake Airport. These wastes have been draining into Des Moines Creek and inasmuch as a good share of them consist of the washings of the planes with caustic materials, the waters of Des Moines Creek become polluted with substances that are toxic to aquatic organisms, fish life, and domestic stock.

Mr. Treadwell, Port Engineer, stated that the Port Commission desired to solve this problem as soon as possible so as to prevent and eliminate further pollution of Des Moines Creek. All realized that the problem is not a simple one and a number of difficulties will have to be overcome before it is finally solved.

The solution that seemed best from the standpoint of expense was to find a means of running the drainage into the contemplated sewage disposal system which is to be built on the grounds in the near future. The members of the Pollution Control Commission present at the conference urged Mr. Treadwell to further explore this method of solving the problem. Furthermore, since this study will take some time, it was suggested to Mr. Treadwell that he dig a large pit in the vicinity of the hangars where the planes are washed, so as to run the drainage waters into it, in order that they may evaporate or be stored until such a time as the problem is solved. Everyone agreed that it was most undesirable to run the drainage into Des Moines Creek and pollute it to the extent where aquatic organisms, fish life, and domestic forms are injured.

Mr. Treadwell and the Port of Seattle Commissioners present at the meeting promised to cooperate in every possible way with the Pollution Control Commission in finding an adequate solution to the problem in question. Moreover, Mr. Treadwell promised to outline the entire project as discussed at the conference and

submit it to our sanitary engineering division in Olympia for comment and appraisal.

The members of the Pollution Control Commission present promised to send a letter to Mr. Howard Tuttle, attorney for the Northwest Airlines, telling him of the conference and the decisions reached with regard to this pollution problem. On June 16, 1948, the following letter was sent to him. Copies of this letter also were sent to Director Jack Taylor at Olympia, Mr. George T. Treadwell of the Port of Seattle Commission, and Mr. Frank Judd, Vice-President of the Northwest Airlines, at Bow Lake..



LAUCKS LABORATORIES INC.
Seattle, Wash.

June 8, 1948

RECEIVED
JUN 17 1948

State Pollution Commission

PRELIMINARY REPORT ON CONTAMINATION PROBLEM AT
BOW LAKE AIRPORT

The problem briefly is this: airplanes are washed on a large apron at the Northwest Airlines Depot at Bow Lake. The washing operation consists of spraying the airplane first with a solution that is termed oleum, which is merely a refined kerosene. Second, the airplane is sprayed with a compound named emulsin. This is a rather complex mixture consisting of as follows:

Water	15%
Potash Soap	38%
Pine Oil	27%
Chlorinated Solvent	18%
Triethanolamine	2%

This substance causes the kerosene, which has softened up the dirt, to emulsify and can be easily removed by rinsing when the airplane is hoisted off.

The problem at Bow Lake is caused by the presence of these cleaning agents; the drainage from the wash operation goes into the storm sewer and subsequently into a small creek where the kerosene and other grease separates out leaving an oily film which is toxic. The solution of the problem has three possible paths that may be followed:

First, the rinse from the washing operation can be put through the sewage system. There are a number of objections to this; one of them is that the sewage system may handle the drainage from one airline depot but probably will not handle the drainage from all the depots that will be eventually placed at Bow Lake. Also, the cleaners would tend to consume chlorine and upset the chlorinating operation in the sewage disposal plant. The third thing against such a plan is that the washing operation is intermittent, and therefore the flow through the sewage disposal plant would be quite variable and might result in faulty purification.

The second method that might be used to solve this problem is to build a pond and pump all the drainage water up into it and allow it to seep out. This, of course, would be difficult during the wet season and would most certainly result in an area that is heavily contaminated with the accumulation of waste matter that results from the washing of these planes.

The third possibility is to cause the water and the oily residue to separate by chemical means, and then pass the separated mixture through a centrifuge. The separated oil could be either burned or recovered, whichever proved the most economical.

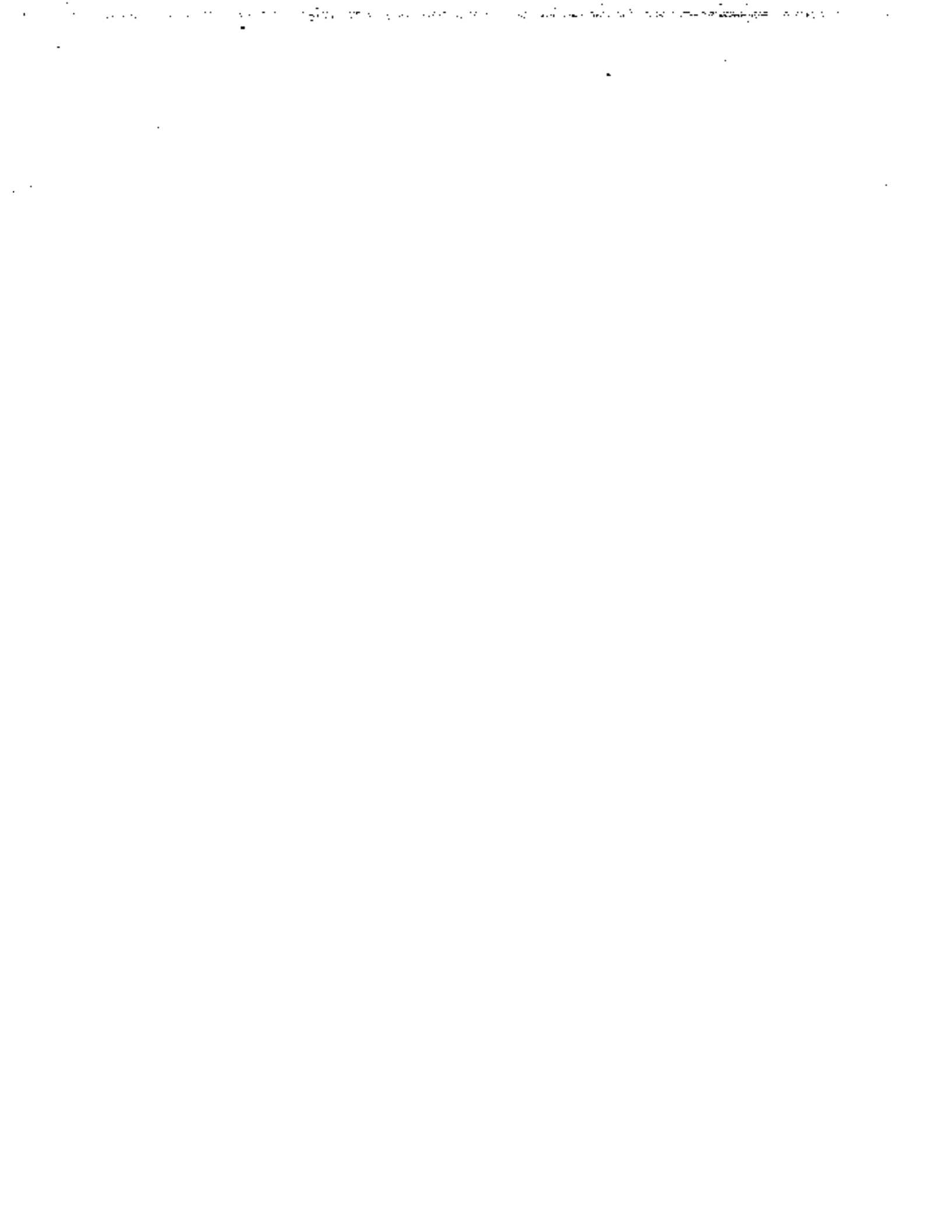
We are at present investigating the possible centrifuges that can be applied to such an operation, and will report to you later on the relative costs of the above operating methods, as well as to give you specific information on the type of equipment and where it may be ordered.

Respectfully submitted,

LAUCKS LABORATORIES, INC.

By (Signed) J.M. Kniseley

JMK:es



CABLE ADDRESS:
SEAPORT

TELEPHONE:
MAIN 8124

PORT OF SEATTLE



Commissioners
E. H. SAVAGE, President
ROBERT R. CHAPMAN, Vice-President
J. A. EARLEY, Secretary

RECEIVED
JUN 17 1948

State Pollution Commission

POST OFFICE BOX 1878
SEATTLE 11, WASH.

May 26, 1948

Mr. Max Campbell,
c/o H. J. Fowler & Co.
558 - 1st South,
Seattle, Washington.

Dear Mr. Campbell:

As you know the Engineering Dept. of the Port of Seattle has just completed the design of a two-stage trickling filter sewage treatment plant and it is intended that bids will be called for construction of this plant within the next two weeks.

The question arises as to whether or not certain waste matters from the washing of airplanes can be handled in the sewage treatment plant. Laucks Laboratories Inc. have been retained by the Port of Seattle to furnish us information pertaining to the detergent used in the cleaning of airplanes. In their report they state,

"Emulsine, a detergent manufactured by the Turco Company is used to wash the outer surface of the airplanes after each trip. This product is an emulsifying agent used in the solution of one part Emulsine and nine parts kerosene. It is sprayed on the surface of the plane with a power sprayer, allowed to remain several minutes then washed off with a hose.

The solution is a powerful emulsifying agent dissolved in a chlorinated solvent which gives it splendid grease cutting properties. One part of Emulsine will cause nine parts of kerosene to become miscible with water."

At the present time the drainage from the apron is discharged into the storm sewer and we have been notified by the Washington State

H. D. Fowler & Co.

Page 2

Polution Commission that this discharge is causing contamination in the stream and is killing the fish. In addition to the Lauchs' above statement they have informed us the Emulsiac splits easily when made slightly acid. One suggestion they have made is to meter acid into the rinse water and pass the material through a centrifuge, thereby separating the detergent from the rinse water. This could be accomplished by means of an existing sump pit. The detergent then can be either reclaimed or burned whichever proved the most economic.

Inasmuch as there will be some half a dozen hangers constructed upon Seattle-Tacoma Airport we believe the proper method of handling this waste material would be through the sewage treatment plant, however, we do not want to put the waste material through the treatment plant if the plant will not handle it in a proper manner.

We would appreciate it if you would contact the Lakeside Engineering Co. by airmail and determine whether or not this waste material can be handled in the sewage treatment plant. At the same time we would appreciate it if you could furnish any information how the problem of handling waste material is accomplished at other airports where they have constructed a sewage treatment plant exclusively for use by the airport.

Very truly yours,

G. T. Treadwell
Chief Engineer

GTT/mb

cc: Lakeside Engr. Co.

STATE OF WASHINGTON

Technical Division

POLLUTION CONTROL COMMISSION

203 Eagley Hall - University of Washington

Seattle 5, Washington

Mon C. Wallgren
Governor

April 16, 1948

Jack Taylor
Director

MEMORANDUM NUMBER 550

REGARDING POLLUTION OF DES MOINES CREEK, BOW LAKE

AIRPORT, TACOMA HIGHWAY

By Nathan Fasten
I.

Talked to Mr. Treadwell, Engineer of the Port of Seattle, on Thursday, April 15, 1948, in regard to the contamination of Des Moines Creek Bow Lake Airport relative to the use of caustics. Mr. Treadwell stated that the Port Commissioners have notified the Northwest Airlines some time ago to stop using these caustic materials, since they pollute the waters of Des Moines Creek. He was of the opinion that since the air authorities were requested to refrain from using the pollutants, they have not contaminated Des Moines Creek.

I asked Mr. Treadwell whether he was certain of this and he stated that he was not, but nonetheless the request was made some time ago. He believed that that is all they can do at present and the rest is up to the State Pollution Control Commission. Treadwell was asked to incorporate this information in a letter to Director Jack Taylor and he promised to do that. He also said he would send a copy of the communication to Northwest Airlines.

he would send a copy of the communication to Northwest Airlines.

Re Pollution of Des Moines
Creek, Bow Lake Airport

-2-

II.

Meanwhile the matter also was discussed with the attorneys for the Northwest Airlines. Under date of April 14, 1948, the following letter was received.

Dear Dr. Fasten:

Thank you very much for your letter of April 13 enclosing copy of petition submitted to your Commission under date of November 17, 1947, complaining of pollution in Des Moines Creek as a result of drainage at the Seattle-Tacoma Airport at Bow Lake, and copies of recent correspondence concerning the same.

As I advised you over the telephone, this matter has been referred to us as attorneys for the Northwest Airlines by Mr. Frank Judd. An extensive examination of their procedures for cleaning aircraft has been undertaken and the entire matter submitted to the Engineering Department of the Northwest Airlines at Saint Paul. At the same time, Mr. Judd has taken the matter up with the other airlines who have effected leases for the uses of facilities at the airport, including United Airlines and Pan-American Airways. These concerns, together with ourselves, are now in the process of making representations to the Port of Seattle, which is the owner of the Seattle-Tacoma Airport, to require them to establish drainage facilities to some point other than Des Moines Creek. Pursuant to the terms of the lease entered into between Northwest Airlines and the Port of Seattle on August 6, 1946, the Port of Seattle has agreed to furnish all required public utilities, including sewers, for which the airlines are to use the Bow Lake Airport facilities. It will require engineering work and a new arrangement for sewage disposal which may take a period of time in order to correct this situation, but we feel that at an early date the Port of Seattle will recognize its obligation both to us and to the State and thereupon undertake corrective procedures. We will keep you advised of our progress in this connection, confidently expecting that corrective procedures will be undertaken in the very near future.

I will again advise you within ten days of the procedures contemplated.

Yours very truly,
KARR, KARR, & TUTTLE
By /s/ Howard Tuttle

Yours very truly,
KARR, KARR, & TUTTLE
By /s/ Howard Tuttle

CABLE ADDRESS:
SEAPORT

TELEPHONE:
MAIN 8124

PORT OF SEATTLE



Commission
E. H. SAVAGE, President
HORACE P. CHAPMAN, Vice President
J. A. EARLEY, Secretary

General Manager
WARREN D. LANPOT

POST OFFICE BOX 1878
SEATTLE 11, WASH

April 15, 1948

RECEIVED
APR 16 1948

State Pollution Commission

Mr. Frank C. Judd
Regional Vice President
Northwest Airlines, Inc.
Seattle-Tacoma Airport
Seattle 38, Washington

Dear Mr. Judd:

On February 5, 1948, we sent you a letter pertaining to the pollution that is taking place in Des Moines Creek as a result of Northwest Airlines using certain types of chemicals to clean aircraft, which are toxic to marine life. In our letter, we suggested that this matter be referred to your Research Engineers to see if they would be able to develop, or recommend, a detergent that would adequately cleanse the airplanes but would not have such properties as to cause pollution to Des Moines Creek.

We have been advised by Mr. Nathan Fasten, of the Pollution Control Commission, that the practice of using the detergent is still continuing and pollution is taking place in Des Moines Creek in the vicinity of the drainage outfall; and that, further, a petition of the property owners in that section has been filed with the Pollution Control Commission, protesting the pollution of the waters of Des Moines Creek.

In our letter of February 5, we pointed out that it is a violation of the pollution control laws of the State of Washington to allow any material to be discharged directly or indirectly into any stream that will tend to cause pollution. In addition, we pointed out that in the opinion of the Port authorities, the discharge of any material into this drainage system that will tend to cause pollution is a violation of the lease between the Port of Seattle and Northwest Airlines, inasmuch as the lease provides that Northwest Airlines will comply with all ordinances of King County and all laws of the State of Washington.

STATE OF WASHINGTON



334

THE DEPARTMENT OF GAME

DOM W. CLARKE, DIRECTOR
518 SMITH TOWER
SEATTLE 4

January 27, 1948

Eber W. Badcon, President,
Angle Lake Community Club
1301 S. 208th
Seattle, Washington

Dear Mr. Badcon:

Reference is made to a resolution of the Angle Lake Community Club dated January 8, 1948, copy of which we received.

This is to advise the members of the Angle Lake Community Club that the State Game Department is quite interested in stocking all waters wherein it may be shown that fish life can be produced and that the public may benefit from the fishing provided. We will gladly replant fish in the small stream which originates in Bow Lake after we have received some type of written assurance from the officials of the Bow Lake airport and the State Pollution Control Commission that a permanent correction has been made of the pollution problem.

We do not feel justified in making plants of valuable fish if they are to be periodically subjected to the lethal effluence from the airport.

We wish to sincerely thank your organization for the interest they have taken in recreational projects in that district, not only from the standpoint of Angle Lake but also in respect to other areas within that district.

Very truly yours,

THE DEPARTMENT OF GAME

By
Don W. Clarke, Director

RCM:cc
cc - Pollution Control Commission
E. A. Chitwood

60 - Pollution Control Commission

E. A. Chitwood

COPY

STATE OF WASHINGTON



334

THE DEPARTMENT OF GAME

DOM W. CLARKE, DIRECTOR
515 SMITH TOWER
SEATTLE 4

January 27, 1948

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1301 S. 208th
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Very truly yours,

THE DEPARTMENT OF GAME

By
Don W. Clarke, Director

RCM:ca
cc - Pollution Control Commission
E. A. Chitwood

60 - Pollution Control Commission

E. A. Chitwood

COPY

STATE OF WASHINGTON

Technical Division

POLLUTION CONTROL COMMISSION

203 Bagley Hall - University of Washington

Seattle 5, Washington

Mon C. Wallgren
Governor

November 12, 1947

Jack Taylor
Director

MEMORANDUM NUMBER 490

POLLUTION OF DES MOINES CREEK WITH CHEMICAL SOLUTIONS

FROM BOW LAKE AIRPORT, SEATTLE, TACOMA HIGHWAY

To: Nathan Fasten, Chief Biologist

From: Joe Lohberget and Frank Yates, Investigator

A complaint received from Mr. Bob Meigs, of the State Game Department, regarding pollution caused by the drainage waters from the Northwest Airlines field at Bow Lake was investigated by Joe Lohberget and Frank Yates on November 4, 1947.

A thorough inspection of the territory revealed that all of the drainage water from the Bow Lake Airport found its way into a ditch that emptied into Des Moines Creek.

Mr. F. T. Tinker, a resident of the vicinity, claimed that occasionally the Northwest Airlines wash their planes with a heavy chemical solution, probably caustic in nature, and this eventually finds its way into Des Moines Creek. Moreover, Mr. Tinker stated that he had noticed several dead fish in this stream.

A call was made at the office of the vice-president of the airline, Mr. Frank Judd, who is in charge of this field but he

A call was made at the office of the vice-president of the
airline, Mr. Frank Judd, who is in charge of this field but he

Pollution of Des Moines Creek
With Chemical Solutions

-2-

was out of town and could not be contacted. Since he is expected
back within a few days, another trip will be made to the airport
for the purpose of discussing this matter with him.

LADOCKS LABORATORIES INC.
Seattle, Wash.

October 6, 1947

Report No. 100328

RECEIVED
JUN 17 1948

State Pollution Commission

Port of Seattle
Bell Street Dock
Seattle, Washington

Attn: George Treadwell

Gentlemen:

On September 30, 1947, we made an inspection of the Bow-lake Airport in connection with a sewage disposal problem. The problem briefly is this.

Emulsime, a detergent manufactured by the Turco Company is used to wash the outer surface of the airplanes after each trip. This product is an emulsifying agent used in a solution of one part Emulsime and nine parts kerosene. It is sprayed on the surface of the plane with a power sprayer, allowed to remain several minutes then washed off with a hose.

The solution is a powerful emulsifying agent dissolved in a chlorinated solvent which gives it splendid grease cutting properties. One part of Emulsime will cause nine parts of kerosene to become miscible with water.

When this mixture is rinsed off the surface of the plane it falls down on the concrete apron of the hanger and from there is rinsed into the storm sewers which drain into a small sewer main that travels underneath the ground in a South-Westerly direction until it connects with a small stream which is the outlet for Bow-lake. During the dry season this stream is very small, and while the amount of Emulsime and kerosene used isn't very great there is sufficient to cause a notable amount of contamination in this stream.

We feel that there will be no damage to live stock from the presence of this material because it is of noxious character and the animals won't touch it. However, it probably will kill the larva of mosquitoes or any other inhabitant of the water in the stream.

During other periods of the year there will not be any serious problems in connection with this small amount of waste material.

Port of Seattle

Page 2

During the dry part of the year the problem can be taken care of by supplying a small amount of water to carry away the waste.

Very truly yours,

LAUCKS LABORATORIES, INC.

(Signed) J. M. Kinsley

by

JMK:mac

