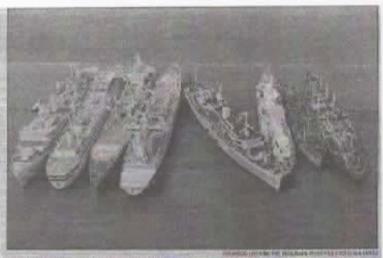
USS Protector AGR-11 The Last Radar Picket Ship

Thanks to Dominic Ullom (AGR-5, 1956-59) for sending the following information on the Protector.

Dominic clipped this article from The Virginian Pilot, dated September 28, 2004. The picture in the article does not show the Protector.

As published earlier the Protector is part of what is called the "Ghost Fleet" and she was scheduled to be towed to England for scrapping. Protesters in England said the ships posed an environmental hazard and should not be allowed in England. It seems that they got their way.



Mornbors of the Choot Floot sit as the James River. Four obless—the General Melson M. Wallier, the Protector, the Donner and the General William O. Donby - will be tagged to Texas to be elementical.

Four more Ghost Fleet vessels are being sent to their graves

BYSCOTTHARRE

NEWPORT NEWS — Four more embronnesitally risky "Shari Flort" ship will be sorrepped and their water mande recycled under contracts aumenteed Monday worth \$2.5 million.

The head of the government concludes of the Jennesital of the Jennesital Conference of the Jennesital Conference of the Jennesital Conference of the Jennesital Conference of the Jennesital The Chock Place, and the seconds represent a milestate. The NEWPORT NEWS - FOUR

represent a milestone. The ing hulk most likely to leak heavy out into the open appropriated, all are order contract to be dismanfied.

Treatvery good that we're making progress here." Wilison O. Schubert, hoad of the
U.S. Maritime: Administration, sold at a press usuferenter overlooking the mithballed floor eff Fort Easts in
Your pert News. "I feel very good that we're News News

Still, much work needs to be done, Schubert said.

Daily two of the Junk wea-sols have been tound to their genrees so far this year, and there are at least 41 other unsumed, but more stable, ships that result incer the James River by September 2000 to comply with a clean-up manifore from Congress.

Flanded by U.S. Ropo. Ann Davis and Robert C. Bobber Scott, Schalust soul the latest contracts will send four chips to two Toxos scrap-vents, All Star Metals and

Only two of the junk versals have been towed

to their graves so far

Marine Metals, both located in Brownielle, near the

in Brownwille, near the Mexica burder.

All Star Mexic will receive three of the ships, all built in the 1940s—the Gameral Nelson M. Waltur, the Prosector, and the Bosseer. The Proceedor, a convected Liberty ship from World War H, has been meeted at the Norfolk Navail Shipmond in Dectomarks.

meered at the Forfolk Morei Bhippard in Portsmoath. Merine Moreic, which has seen previous salvage con-tracts, well get the Courth-vessel, the General William O. Darky, a space correla-with service to WWII, Vact-som and Europe. All of the stops will be greed by tughoot down the Atlantic coose, surrand Flerida, foreast the Gulf of Mexico, to

through the Gulf of Mexico, to seath Texas. The tree should take between 12 and 15 days. rearrier persenting. Schubert equil in "helly amiripenes" the ships lawring Virgania wassum by the end of the year. This from mensily, the Dis-ner is parkage the wood non-

rious ship in the 90-vessel. Gistest Floor.

In August 2009, a created the language theorem all spill from the flort to date - about 1,000 gallons of lettry back.

which escaped through a hole in its rusted hult. An oil show stretched for two miles on the James and spread a half-mile acrees. It cost \$250,000 to

Since then, the Donner has been parelted and all oil has been pumped from its belly, so it will not require special

resistince during transfer to Trens, officials said.

The other three ships hold a combined 500,000 gallone of fool and oil. Their removal from the Janus smould help define white Scott, the con-gressmen, described at "an sentremental diseaser just

wenting to happen."

Theginning in World War 4, the government has strend freightness and military support shaps in the middle of the James River. Some went back into drity, the rest were declared supples and sold at no-tion.

She is the 1000 overnment.

Sur in the 1990s, concerns shoul experts of just stope to India, China and other nations lacking in coversemental and worker-sufery rules lid to a virtual loss on oversear sales.

and ships began to stockpile.
The Marviere Administration needs to get tid of about 110 obsoleto sleips at reserve flects across the country. Most of these are more of in the James, including sorde of the oldest and poorest continued ships.

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