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# Marine Salvage ...and the RRT

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# “Marine Salvage” Definition



The Encyclopedia of Nautical Knowledge defines it as:

“The act of voluntarily saving (or salving) a vessel, her cargo or part thereof, or a wreck (and in some cases lives of persons on a distressed vessel) from a peril of the sea or other extraordinary danger.



## Marine Salvage-

A science of vague assumptions based on debatable figures taken from inconclusive experiments and performed with instruments of problematic accuracy by persons of doubtful reliability and questionable mentality.

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What activities might be  
included in marine  
salvage?

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Firefighting

Lightering product (surface and subsurface)

Rescue towing

Wreck removal

Refloating

Dewatering

Diving

Heavy lift

Temporary structural repair

Returning stability

Assessment and survey

Subsurface product removal

...

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...as opposed to pollution cleanup-

Collect

Insitu burn

Disperse



...so what's the point?

Pollution cleanup is relatively straightforward!

Salvage encompasses many disciplines.

Also-

- Salvors have traditionally been secretive.  
(don't bother me-I'll get the job done, one way or the other-pirates engaged in a "black art")
- No two salvage projects are alike.
- There has not been an EXXON VALDEZ or COSCO BUSAN "salvage failure."



...as a result

- OPA 90, and the implementing regulations, have little reference to salvage operations.
- Requirements for salvors are virtually non-existent as compared to “OSROs.” (VRPs)
- Coast Guard and other response agencies had developed relatively little expertise or little interest in salvage operations (but that is changing).

# Importance of Salvage?

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A rapid and effective salvage response may be the best means of pollution prevention or mitigation.

**KEEP IT IN THE SHIP!**

# Who We Are...

## The American Salvage Association:

- Established in 2000 by nine Salvage Companies; Currently expanded to a total of 16 General Members and more than 40 Associate Members operating in the United States;
- Created to professionalize the U.S. marine salvage and firefighting response;
- Working to improve marine casualty response in North American coastal and inland waters;
- Affiliated with the International Salvage Union.

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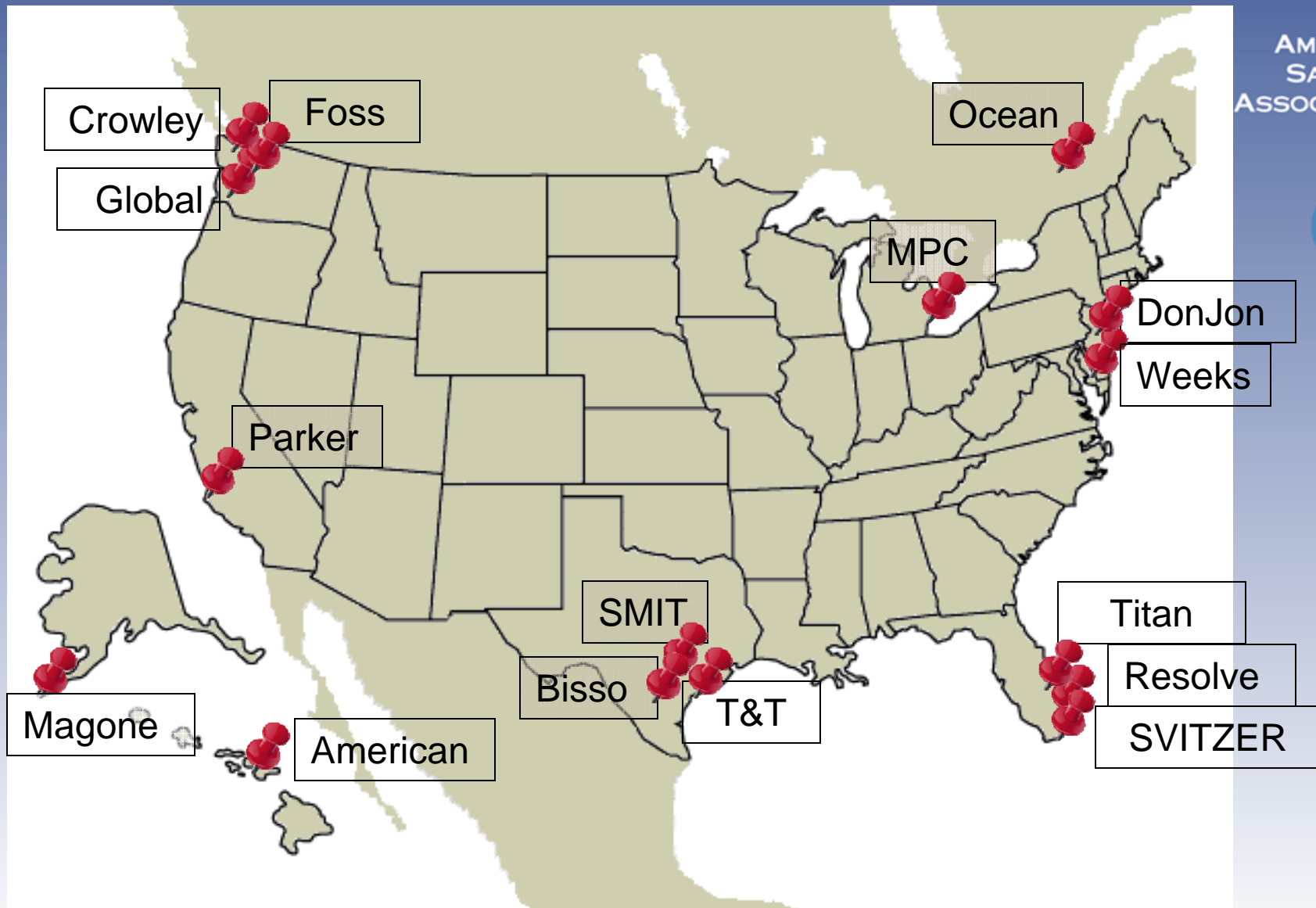
## ASA General Membership:

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- American Marine Corp.
- Bisso Marine Corp.
- Crowley Marine Services
- DonJon Marine Co., Inc.
- Foss Maritime
- Global Diving & Salvage
- Magone Marine Service, Inc.
- Marine Pollution Control
- Ocean Group, Inc.
- Parker Diving Service
- Resolve Marine Group
- SMIT Salvage Americas, Inc.
- SVITZER Salvage
- Titan, a Crowley company
- T&T Marine Salvage
- Weeks Marine, Inc.

# Where We Are...



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# ASA Mission...

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## To Promote:

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- **STANDARDS** of readiness, conduct and performance
- **EDUCATION** the general public on the role of marine salvage in protecting life, the environment and property
- **COOPERATION** among our members to assure a most effective, successful response in major incidents
- **SAFETY** working in a marine environment
- **TRAINING** for today's response as well as anticipating and planning for the changes certain to evolve in the future

# ASA Mission...continued

- **STANDARD CONTRACTING OPTIONS** for salvage and wreck removal in order to facilitate prompt casualty response
- **PRE-PLANNING** among owners, their underwriters, and regulatory agencies before the actual event
- **REGULATORY FRAMEWORK** that will result in prompt, effective response
- **COMMUNICATION** and **COOPERATION** with all those potentially affected by the consequences of a marine casualty
- **INFORMATION EXCHANGE** and **COOPERATION** with other national and international trade associations and regulatory agencies for the benefit of transportation by water

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# ASA Objectives

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1. Work to Improve Standards in the Marine Salvage / Marine Fire Fighting Response
2. Assure Effective and Successful Response
3. Strengthen Relationships, both Domestically and Internationally

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# What We Respond To...

## Strandings and Groundings:

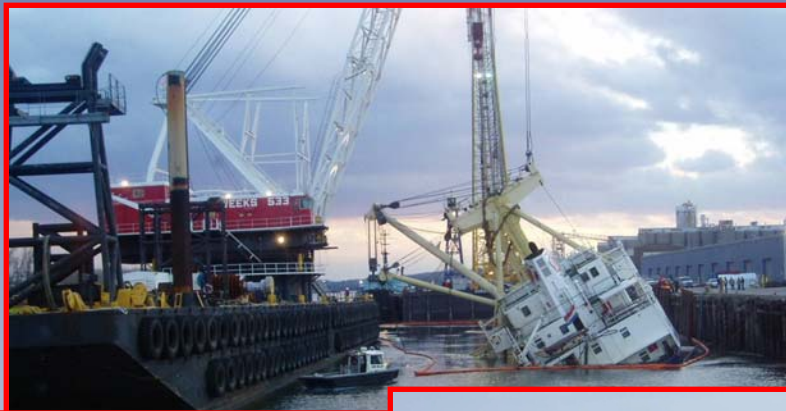
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# What We Respond To...continued

Vessel Casualties – Hull Failures,  
Sinking, etc.:

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# What We Respond To...continued

Natural Disasters & Weather-related Casualties:

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# What We Respond To...continued

## Wreck Removal Operations:

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# What We Respond To...continued

## Marine Fire-fighting:



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# What We Respond To...continued

Acts of Terrorism  
Recovery Operations:





## ASA Achievements-

- Increased membership
- Established relationships with OMSA, NAMEPA, NAMS, ADC and the ISU
- Developed a “Safety Code”
- Established a “Quality Partnership” with the Coast Guard
- Initiated a training program that includes annual training for the Strike Teams, the FOSC course Yorktown, and special sessions for CGHQ and other CG entities
- Wreck removal project with NOAA, CG and API
- Presentations to the NRT, RRTs, and Area Committees
- With CGHQ, project to improve the VRP data base
- National Maritime Salvage Conference & Expo
- 2008 Plimsoll Award for Service-Professional Mariner Magazine

# Salvage Resources

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## Salvors Bring:

- Experienced personnel
  - Salvage Masters
  - Salvage Engineers
  - Naval Architects
  - Divers
  - Technical Specialists
  - Operations Personnel

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# Equipment

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- **Specialized equipment**
  - **Cranes, Winches, and Heavy-lift equipment**
  - **Specialized Barges and Work Platforms**
  - **Transport and Towing Capabilities**
  - **Ship Assist and Escort and Support Vessels**
  - **Pumping and Lightering Equipment**
  - **Firefighting Capabilities**
  - **Commercial Diving and Surveying Equipment**

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# Specialized skills

- Expertise and software
  - Emergency towing calculations
  - Stranding and re-floating calculations
  - Structural stress analysis and failure mitigation
  - Wreck removal / demolition / disposal
  - Deep water recovery
  - Pollution abatement and control
  - Design and construction

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# Specialized skills...continued

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- Naval Architecture, Civil, and Environmental Engineering
- Project Cargos and Logistics
- Marine Logistics
- Emergency response and repair (welding, hydraulics, blasting, machine shop, etc.)
- Video survey acquisition and analysis

# When Should You Call?...

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## Any time a vessel incident occurs!

- Vessels required to maintain a Vessel Response Plan (VRP)
- Vessels not required to maintain a VRP

## No incident is too small

- Salvors evaluate the condition of the ship and protect / recover remaining cargo on board to minimize the impact to the environment.

# Activation During Response

## For Salvor and/or Marine Fire-fighting Resources

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- Vessel Owner contracts with the named Salvor or Marine Firefighting organization in their Vessel Response Plan (VRP)
- Insurance Underwriters can contract directly with salvage and fire-fighting resources for their interests
- FOSC can activate salvors and other resources to respond to an event through BOAs



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## Examples of responders listed in VRPs for tank and non-tank vessels-

- Double A Excavating & Seeding
- 166 Fleet
- Camp Koochiching
- Walker Boat Yard
- Economy Boat Store

# Where do Salvors fit into ICS?

It depends on the situation. Salvors may have varied responsibilities:

- Operations:
  - Salvage Branch or Group
  - Marine Transportation Recovery Unit
- Planning: Technical specialists to plan salvage operations
- Logistics and Finance: POC for obtaining their resources and funding mechanism,
- Command Staff – POC for Liaison and Safety Officers

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# Salvors and ICS

## Guidance for the Chain of Command

- Salvors are highly-specialized, contracted resources. Often their experience and expertise is most valuable during the emergency phase of a response.
- Decisions on salvage operations must be made quickly to be able to mitigate the impact of the incident.
- Unified Command and/or Incident Commander may need direct communications with the salvage master in the early stages of a grounding or collision.

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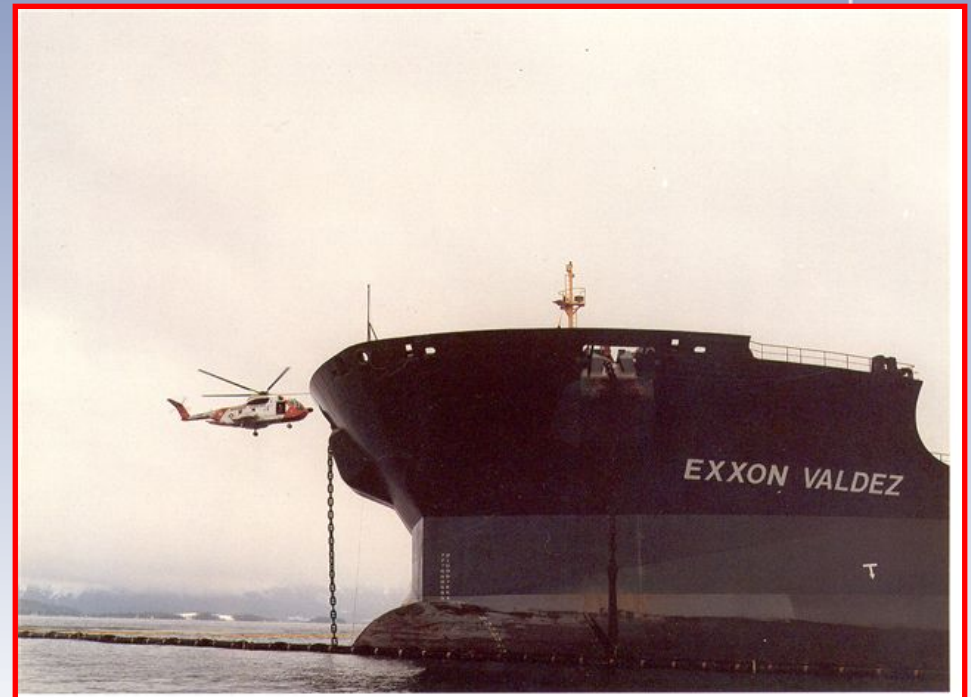


# The Oil Pollution Act of 1990

Passed as a result of the *Exxon Valdez*

- Implemented in February 1993
- Required Vessel Response Plans (VRPs) for Tank Vessels only
- Included the naming of the following in VRPs:
  - Clean Up Contractors
  - Salvors
  - Firefighters
  - Lightering

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# U.S. Coast Guard / VOLPE Study

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- 1997 - Conducted a Meeting of all Stakeholders relative to Marine Salvage and Fire-fighting in Washington, D.C.
- Second Meeting held in Houston, TX in 2000
  - Introduced Proposed Rule
  - May 10, 2000: USCG issues proposed Federal rule for Salvage and Marine Firefighting requirements for Vessel Response Plans

# Vessel Response Plan Requirements

## 33 CFR Part 155.1050(k)

- Plans are to identify and ensure the availability of, through contract or other approved means, sources capable of being deployed to the areas in which the vessel will operate :
  - Salvage company with expertise and equipment
  - A company with vessel fire-fighting capabilities that will respond to casualties in the area(s) the vessel will operate

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# Vessel Response Plan Regs

## Additional Requirements

- Maintain written consent within the plan between the owner / operator and these contracted resources
- Identified resources must be capable of being deployed to the port nearest to the area in which the vessel operates within 24 hours of notification
- Initial salvage rule under OPA 90 required 24-hour response time to be in effect by 1998.

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# Vessel Response Plan Regs

## Implementation Timeline

- The OPA '90 24-hour rule was suspended in 1997, and was suspended again in:
  - 2001, 2004, and again in 2007

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# Selection Criteria

## For Salvage and Fire-fighting Providers

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1. Currently Providing the Response Service
2. Documented History in the Business
3. Own Response Equipment
4. Trained Employees
5. 24-Hour Capability and History of Proven Response Capability
6. Training Program
7. History Of Drills and Exercises
8. History of Approved Salvage Plans
9. Membership in Associations
10. Insurance
11. Well Capitalized
12. Local Experience
13. Proven Logistical Capability

# USCG Notice of Proposed Rule Making Salvage and Firefighting:

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- DOT Docket: <http://dms.dot.gov>, enter the Search page, and access docket **3417**
- Over 100 different written responses to the NPRM.
- As of July 2008, the regulatory package has “left the building” (CGHQ)



# In preparation...

- Include a salvage scenario or component in drills
- Include salvage considerations in your pollution and security planning (ACs)
- Determine available salvage assets and meet with them
- Firefighting- Who's in charge?
- Conduct salvage training
- Observe salvage operations (virtually all ASA welcome CG and other agency "observers")



## When a casualty occurs...

- Determine immediately if a salvor may be beneficial (salvage team or just salvage master)
- Assess the salvage, firefighting and/or lightering responders listed in the plan-can they perform? (use the proposed regs criteria)
- Begin gathering information on the vessel (sisters ships)



- Keep the Stafford Act in mind
- Survey!
- Be sensitive to contracting issues
- Place the salvor and/or firefighter properly in ICS structure
- If “federalization” necessary, virtually all large salvage companies maintain BOAs



- Call in the SERT and/or Strike Team
- With the agreement of the RP and salvor, release details of the salvage operation (particularly if it's moving slowly)
- Don't be the first "COSCO BUSAN" salvage failure

# For More Information...

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## American Salvage Association

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Suite 200  
Arlington, VA 22203

Phone: 1- 703-373-2267

website: <http://www.americansalvage.org>

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