



IN THIS ISSUE...

- 1 Focus Areas for the Navy's New Supervisor of Salvage
- 3 President's Message
- 5 ASA Members Respond to Cougar Ace
- 6 ASA/ISU Exchange Membership
- 6 Spotlight on Global Diving and Salvage, Inc.
- 8 Save the Date!

Focus Areas for the Navy's New Supervisor of Salvage

BY CAPTAIN RICHARD HOOPER, USN
Supervisor of Salvage, U.S. Navy

I am honored to relieve Captain Jim Wilkins as the U.S. Navy's Supervisor of Salvage (SUPSALV). Jim has performed superbly as SUPSALV over the past four years and has been a personal mentor to me for over twenty years of my Navy career. Although SUPSALV operates with a large degree of autonomy, we are part of the Naval Sea Systems Command with a broad charter to support the Fleet as technical experts for many facets of operations related to salvage such as technical authority for diving, diving systems certification, towing, and underwater ships husbandry. As such, SUPSALV is responsible for an array of mission areas but salvage is a core competency and the focus for this discussion. As the Navy's Salvage organization transitions to new leadership, the American Salvage Association extended the opportunity for me to share my priorities for SUPSALV. One dimension of our 21st century existence dominates the future role of SUPSALV and the salvage industry: the maritime threat posed by the Global War on Terrorism. That dimension dominates my thoughts and goals as I embark on my tour as SUPSALV.

Two events in the Global War on Terrorism provide us clear direction for the preparation that SUPSALV needs to provide the Navy and the nation for the immediate future. First, the attack on the *USS Cole* highlighted the vulnerability of

not only U.S. Navy warships but all maritime assets to the threat of enemies willing to perpetuate suicide attacks. The difficulty of preventing these types of suicide attacks on a global maritime stage is an entirely new challenge for both the Navy and the Coast Guard at home and abroad. An added dimension of difficulty in countering these threats includes the proliferation of piracy within the sphere of influence of radical enemies of the United States, which can be used as a base for future maritime attacks. In order to effectively counter suicidal maritime



threats in an era of ascendant piracy, an unprecedented level of advanced intelligence and unparalleled aggressive rules of engagement will be required. It remains to be seen whether either the required high level of intelligence can be attained or whether sufficiently aggressive rules of engagement can be established that will be politically acceptable at home or in the international community. Given the very high levels required for both of these difficult preventative measures, we collectively must be prepared for the consequent risk of a successful attack on U.S. maritime interests, at home or abroad, purposely designed to inflict damage to the economy or psyche of the free world.

Less than one year after the attack on the *USS Cole*, the second event in the Global War on

(continued on page 2)

THIS ISSUE IS SPONSORED BY:



Global Diving and Salvage, Inc.
www.gdiving.com

Soundings

Soundings is published by the American Salvage Association to deliver the latest news on the marine salvage industry.

Articles, letters, questions and comments should be directed to Jim Bladh, Managing Editor, at the following address:

American Salvage Association
 801 N. Quincy Street
 Suite 200
 Arlington, VA 22203
 (703) 373-2267
 jbladh@vesselalliance.com

President
 George Wittich

Vice President
 John Witte, Jr.

Secretary/Treasurer
 Paul Gallagher

Director
 Richard Fredricks

Managing Editor
 Jim Bladh

Assistant Editor
 Debra Colbert

Production/Graphics
 Traci Fischer

Terrorism that shapes future maritime salvage posture is, of course, the attacks of September 11th. The added dimensions that 9/11 brought to the maritime threat equation established by the *USS Cole* attack is the willingness of the enemy to bring the assault directly to the United States homeland and the large levels of human and monetary resources required to carry out an attack sophisticated enough to simultaneously neutralize two pre-eminent symbols of American capitalism and military might.

Given the very well resourced, non-national enemy that threatens to attack U.S. commercial and military interests anywhere on the globe, the extraordinary difficulty in reducing the risk of a maritime attack to a low level and the potential effects of a successful future maritime attack on the United States economy or overseas interests, the nation needs to be prepared to mitigate the effects of a successful attack by instituting a robust maritime salvage recovery posture. Without this national posture, the country runs the risk of allowing a successful maritime attack to have a disproportionately lasting effect on the U.S. interests.

With this background, I intend to focus my efforts as the Supervisor of Salvage on three areas intended to better position the country to provide a more focused maritime salvage recovery posture.

First, and most importantly, the national agencies that would respond to a large scale maritime terrorist attack need to develop integrated salvage response/recovery plans that coordinate the efforts of the Defense and Homeland Security Departments without paying the penalty of the stumbling start caused by a National Response Plan that is silent with respect to marine salvage and wreck removal. Clearly, the response/recovery to an incident will require the heavy involvement of the commercial salvage industry as it will exceed the capacity of organic governmental assets. SUPSALV is uniquely positioned to raise these maritime salvage response structures within the governmental departments and to act as a conduit for the input from salvage industry. The difficulty of this task can not be underestimated. I will need



The attack on the USS Cole, shown here, highlighted maritime vulnerability.

the help of Navy leadership but will also need the assistance of the American Salvage Association and other organizations that can influence the executive and legislative branches.

Second, given the role that the salvage industry would have to play in the response/recovery to any incident, SUPSALV needs to be an advocate for the health of the domestic commercial maritime salvage industrial base. The value of the salvage industry has been repeatedly demonstrated during natural disaster incidents, the most prominent recent example being the Katrina/Rita aftermath. However, the response to a maritime terrorist attack adds another dimension to the salvage industry as, at least, an adjunct to government agency efforts, if not an integral part of the overall national plan. Without a healthy salvage industry, a shortfall will inevitably exist in an optimum recovery effort that will adversely affect the nation.


Third, I will focus on nurturing “human capital” within the Navy to maintain a level of technical and operational expertise for a military salvage mission. Although this effort will not directly affect the domestic salvage industry, successful prosecution of this SUPSALV goal will provide the expertise to provide salvage capability for military operations and also provide the military expertise required to interface and coordinate with the commercial salvage industry during a national salvage response to an incident.

As I embark on my tour as the Navy’s Supervisor of Salvage, I look forward to your thoughts and

(continued on page 3)

your support on how best to enable these goals and solicit your input to other areas of mutual interest. Thanks for the opportunity to share my immediate goals.

Captain Hooper took command as the Supervisor of Salvage & Diving, U.S. Navy, in September 2006. Prior to this position, from September 2002 to August 2006, Captain Hooper commanded the Amphibious Warfare Program Office, PMS377, where he served as the Major Program Manager responsible for the acquisition of large deck amphibious assault ships including LHD 8 and LHA 6, early requirements definition of the Joint Maritime Assault Connector and the acquisition, service life extension and lifecycle support of the Landing Craft Air Cushion (LCAC).

Captain Hooper's personal decorations include the Legion of Merit, Meritorious Service Medal (multiple awards), the Navy Commendation Medal (multiple awards) and the Coast Guard Commendation Medal. 

President's Message

BY GEORGE WITTICH
President, American Salvage Association

As we approach the conclusion of our present leadership team's first year, I want to reflect upon the successes and challenges we have experienced over the past twelve months and the course we are setting for the next year – a “state of the association” message, so to speak.



Be assured the promulgation of the salvage regulations remains priority number one for the ASA leadership. On that subject, we continue to press ahead. During the past year we have made official submissions to the docket, and have closely monitored the progress of the Programmatic Environmental Assessment (PEA) through its favorable conclusion of a finding of “no significant impact.” To stress the importance and need for expedited passage of the regulations and to minimizing any opposition, the leadership has met numerous times with the U.S. Coast Guard, with key members of Congress, and with

industry associations and other stakeholders. We remain optimistic and continue to work in partnership with the Coast Guard, who have given us their word that in the Spring/Summer of next year we will finally see the passage of these critically important regulations.

I am also happy to report that our relationship with the Coast Guard is strengthening continually and that is underscored by the execution of our ASA/USCG Quality Partnership Initiative which is now eminent as of the writing of this article. Since our Quality Partnership will cross over to the two primary areas of Coast Guard focus, preparedness and response, the official signing of the document will be attended and executed by both Admirals Craig Bone and David Pekoske. This initiative will provide the salvage industry and the U.S. Coast Guard with a vehicle whereby it will establish a continuous program of cooperative, informal, structured processes that will address issues of marine safety, salvage, security; and environmental protection that is intended to complement the legitimate government and industry functions by providing a flexible mechanism for joint Coast Guard-industry action in a results-oriented, non-regulatory environment.

Additionally, your leadership team has had numerous meetings and frequent productive conversations with our key Coast Guard counterparts and will continue to do so. We have also had the opportunity to participate in many U.S.C.G. events including Admiral Thad Allen's induction as the 23rd Commandant of the Coast Guard in late May. Admiral Allen is well known for his leadership in the Coast Guard's and government's response to both the Katrina/Rita hurricanes of last year and the 9/11 terrorist attacks. Clearly, having lead the response and recovery efforts to these two most significant events on the U.S maritime domain, he has a deep understanding of the role and importance of the professional salvage community.

In early August, John Witte, Jr., Dick Fredricks and myself were also fortunate to be invited to the Coast Guard sponsored National Maritime Recovery Symposium. Although the focus of the conference was primarily maritime transportation system recovery as opposed to port recovery, significant contributions were made by the ASA

“Our relationship with the Coast Guard is strengthening continually and that is underscored by the execution of our ASA/USCG Quality Partnership Initiative.”

**- George Wittich,
ASA President**

(continued on page 4)

attendees which should well serve the nation and the membership in the future.

On the international front, the ASA has officially welcomed the ISU (International Salvage Union) as our first affiliate member, and in reciprocity, the Executive Board of the ISU has announced that the ASA now enjoys affiliate member status in the ISU (*see article, page 6*). Aside from having many common members, the two association share similar missions and this enhanced relationship should allow our two organizations to bring a stronger united voice to issues of common interest within the professional salvage community.


In association with *Marine Log*, we have been continuing our preparations for our upcoming 2007 National Salvage Conference & Exposition and ASA Training Session which is scheduled for October 9th, 10th, and 11th of 2007 at the Hyatt Crystal City. We have been lining up a very impressive list of presenters and speakers, and are very excited for what should be an extremely informative and thought provoking conference.

Like many other trade organizations, the American Salvage Association focuses a fair amount of its time on educating various stakeholders about the salvage industry and its importance to the maritime and environmental communities. This educational process is accomplished via a myriad of ways, including meetings, participation in government and industry seminars and events, member visits to Capitol Hill, and through our bi-annual salvage conference. In addition to these somewhat typical venues, the ASA offers a very unique product to our government counterparts and regulators by way of our customized Salvage Training.

I am pleased to report that under the capable hands of the association's Training Committee, the ASA has provided numerous successful training evolutions which have been developed in a modularized format. Such a format allows the ASA to customize the training to match the specific needs and technical experience of the stakeholder audience. Presently, the ASA offers eight distinct program modules which address varying aspects of the salvage industry and specific salvage operations. Each specific training event is structured in advance between the key audience representative and our ASA Training Committee Chairman. After the program has been

finalized, the ASA selects a slate of individual member representatives, each of whom presents one of the program modules. In utilizing highly experienced, salvage industry executives, the audience receives a unique training experience which melds diversity with first-hand expertise in the subject matter. The programs always include the use of actual case studies, which ensure that attendees will grasp the balance between the theoretical and practical parameters of salvage operations. To date, the training has been provided to the U.S. Coast Guard's Salvage Engineering Response Team (SERT), each of the U.S. Coast Guard's Strike Teams, and various State agencies. This program continues to grow and flourish with member support and feedback tells us that it has been extremely well received by its attendees.

Internally at the ASA, we have increased our membership to 16 general members, 3 corporate associate members, over 40 associate members, and 1 affiliate member. We have made requisite internal process changes in our association governance which has allowed us to be more effective and better able to serve our membership. Additionally, from a financial standpoint, we are on target to achieve our goals of maintaining higher reserves, operating in a more fiscally responsible manner.

In conclusion, I'd like to say that the American Salvage Association has made great strides over the past twelve months and a great deal of recognition for these accomplishments goes to our remarkably dedicated Washington staff as well as our membership in general who give unselfishly of their time. In the coming year, the ASA membership, staff, and leadership will utilize its accumulated resources to continue to pursue the issues of paramount importance to this industry and to the salvage posture of this nation. 

From the Editor

BY JIM BLADH
Managing Editor - *Soundings*



On behalf of the ASA I would like to take this opportunity to thank our members that have sponsored past issues of *Soundings*. Starting with our first issue in the spring of 2003, contributors include Bisso

(continued on page 5)

Marine, Titan Maritime, Donjon Marine, Resolve Marine, Crowley Marine, Smit Salvage Americas, JMS Naval Architects, Marine Pollution Control, T&T Marine, and Martin, Ottaway, van Hemmen & Dolan, Inc. Our current issue is sponsored by Global Diving & Salvage Inc.

Sponsoring *Soundings* is one of the ways to support the American Salvage Association and it shows that our members and readers are actively involved and supportive of the organization.

Sponsoring an edition of *Soundings* requires a donation of \$500, which helps to cover publication costs. In return, we will acknowledge your support with your logo and name on the front cover, and an article describing the attributes of your company, although it does not constitute a paid advertisement. Sponsorship is not limited to General Members but is solicited from our Associate Corporate and Associate members as well. It would be acceptable for two Associate Members to combine their effort and jointly sponsor an issue. I will be soliciting your support in the future. Your positive response will be appreciated.

You don't have to be a sponsor of *Soundings* in order to contribute an article. If you have something of general interest to the salvage community please submit it for review and publication along with the appropriate credits and photographs (tif or jpeg) with captions, to me at jimbladhsr@aol.com and Debra Colbert, dacomm@aol.com.

I am looking forward to seeing you in Seattle in October for our Fall Meeting. Advanced bookings indicate that it will be as good or better than our previous meetings. It is always great to assemble as an industry and discuss the issues most meaningful and timely. 🗣️



ASA Members Respond to *Cougar Ace*

Several members of the American Salvage Association responded to the scene of the 654-foot car carrier *Cougar Ace*, which began listing and taking on water at 11:09 p.m. on Sunday,



The 654-foot car carrier Cougar Ace began listing and taking on water, requiring a prompt response from the Coast Guard and ASA members.

July 23. This occurred 230 miles south of the Aleutian Islands with 23 people on board. Initially one ASA member was contracted for this work, and that company, in turn, subcontracted with three other ASA members.

According to the U.S. Coast Guard, the *Cougar Ace* sailed out of Japan, carrying 4,813 vehicles en route to the Port of Tacoma, Washington, and the Fraser River Port near Vancouver, B.C. When it began to list, the Alaska Air National Guard and Coast Guard aircraft crews converged on the scene, ultimately safely rescuing all of the crewmembers aboard.

The *Cougar Ace* was carrying 430 metric tons of fuel oil and 112 metric tons of diesel fuel. There had been no signs of the vessel's fuel tanks losing containment.

"The *Cougar Ace* casualty required the emergency response of an ASA member, one that subcontracted three other ASA members, to provide a coordinated salvage response. This quick response helped to protect against further damage to the marine environment and surrounding areas, and resulted in the preservation of the ship and her entire cargo," said ASA President George Wittich. 🗣️

ASA/ISU Exchange Memberships




The American Salvage Association has been accepted as an Affiliate Member of the International Salvage Union (ISU). In turn, the ISU has been accepted by the ASA as an Affiliate Member as well.

Based in London, the International Salvage Union represents salvors from all over the world who provide essential services for the world's maritime and insurance communities. ISU members are engaged in marine casualty response, pollution defense, wreck removal, cargo recovery, towage and related activities.

While operating on different continents, the ASA and the ISU have virtually the same mission and engage in similar activities. Those include professionalizing the marine salvage industry, protecting the sensitive marine environment,

identifying places of refuge, and developing industry Safety Standards. One of the ISU's primary objectives is to foster a wider understanding of the salvage industry's contribution to environmental protection and the recovery of property. The ISU also plays an active role in encouraging inter-industry debate concerning the many legal and commercial issues influencing the efficient performance of salvage and pollution prevention services. A key objective of ASA is to encourage the promulgation of long-awaited U.S. Coast Guard regulations for marine salvage and fire-fighting.

The two organizations also share a number of members, including Bisso Marine, Crowley Marine, Donjon Marine, SMIT Salvage, and Titan, A Crowley Company. 




Spotlight on Global Diving and Salvage

Global Diving is proud to be a member of the American Salvage Association, and to be recognized as one of our nation's leaders in the challenging field of Marine Salvage response. Global Diving & Salvage, Inc. was founded in 1979 in Seattle, Washington, and has steadily grown over the decades since to become the West Coast's premier diving company. Over 125 highly trained personnel, with an impressive array of diving and pollution abatement equipment including two deep-water saturation diving systems stand ready to respond to any sub sea challenge.

The company brings experience in all forms of diving, ranging from surface air/gas to saturation diving operations coupled with serious salvage, oil spill, lp and hp hot tap and oil transfer makes Global a strong partner in any salvage operation requiring sub sea intervention. Our teams have been called in on numerous occasions to support our fellow members on the West Coast, East Coast, Gulf Coast and Alaska.

With safety paramount, over the last 25 years Global has successfully completed a variety of deep-water projects requiring deep air, mixed gas and saturation diving techniques. Since its first saturation dive operation in 1997, Global has completed over 10,000 hours of saturation diving without incident. The company's equipment is designed, fabricated and meticulously maintained to ensure the safest, most cost effective operations possible

"We feel strongly that our 25 plus years of experience in a full range of marine operations enhances our capabilities to successfully accomplish the unique requirements of the marine salvage industry," said Tim Beaver, President. Global has been sought out due to their unique experience as divers and salvors to be a major player in the offshore response to hurricanes Ivan and Katrina, providing oil removal operations, wreck and oil rig removal operations, oil well intervention, control and subsea well head installations.

Experience, coupled with safety equals success at Global Diving & Salvage, Inc. 

Visit us at

www.gdiving.com

Meet the ASA Membership

For membership information, please contact Brad Rosello, Chairman, ASA Membership Committee via email at bradleyengineering@yahoo.com, or Dick Fredricks, ASA Director, via email at rfredricks@vesselalliance.com.

Associate Corporate Members



BMT Salvage Limited (The SA)
New York, NY USA
Tel: (212) 587-9300 (24 Hours)
www.wreckage.org



PCCI, Inc.
Alexandria, VA USA
Tel: (703) 684-2060 (24 Hours)
www.pccii.com



Marine Hazard Response
Houston, TX USA
Tel: (281) 487-4760 (24 Hours)
www.marinehazard.com

Associate Members

Miles Atchison
Marine Engineer

Peter A. Barbara
McGriff, Seibels &
Williams of Texas,
Inc.

Lawrence Bowling
Maersk Line, Limited

Frank Boyland
Anderson Kelly

Christopher P. Constantine
Maritime Solutions,
Inc.

J. Kenneth Edgar
Marine Response
Consultants

Jerome Eker
Maersk Line, Limited

Stewart Ellis
Ro-Clean DESMI

Chris Errington
Maersk Line, Limited

CAPT Joseph Frohnhoefer
Sea Tow, Inc.

CAPT Tom Hurst
Budget Boat Towing
& Salvage Co.

Frank Igaz
Ocean River, Inc.

William Mahaffy
MedAire

William I. Milwee, Jr.
Milwee Associates,
Inc.

Bendt Nilsen
Frank Mohn Houston,
Inc.

Don Patterson
Columbia Helicopters

CAPT Mark T. "Reef" Perkins
Key West Harbor
Service, Inc.

Gaston Larco Pooley
Engineering &
Insurance Consultant

CAPT Jack Ringelberg, P.E.
JMS Naval Architects
& Salvage Engineers

Phil Risko
North Star Marine.

Brad Rosello
Engineering Systems
Inc.

Paul Smith
Glosten Associates

Rik van Hemmen
Martin, Ottaway, van
Hemmen & Dolan

Ann Hayward Walker
Scientific and
Environmental
Associates

ADM Robert E. Kramek, USCG
(Ret.)

RADM Joel D. Sipes,
USCG (Ret.)

VADM James C. Card,
USCG (Ret.)

RADM Robert C. North,
USCG (Ret.)

RADM Paul J. Pluta,
USCG (Ret.)

CAPT W.F. "Bill" Searle,
USN (Ret.)

CAPT Eugene B. Mitchell,
USN (Ret.)

CAPT J. Huntly Boyd,
USN (Ret.)

CAPT Robert B. Moss,
USNR (Ret.)

CAPT William N. Klorig,
USN (Ret.)

CAPT Colin M. Jones,
USN (Ret.)

CAPT Charles S. Maclin,
USN (Ret.)

CAPT Richard P. Fiske,
USN (Ret.)

CAPT "Chip" McCord,
USN (Ret.)

CAPT "Bert" Marsh,
USN (Ret.)

CAPT Jim Wilkins,
USN

UPCOMING EVENTS



October 10, 2006
ASA 2006 Fall Meeting
Seattle, WA

October 18-19
2006 Clean Gulf

March 19, 2007
ASA 2007 Spring Meeting
Stamford, CT

March 19-21, 2007
SHIPPING 2007
Stamford, CT

October 8, 2007
ASA 2007 Fall Meeting
Arlington, VA

October 9-11, 2007
National Maritime Salvage
Conference & Expo
Arlington, VA

Mark your calendars and plan to attend the...

NATIONAL SALVAGE CONFERENCE & EXPOSITION 2007

October 9-11, 2007 • Crystal City, VA

SPONSORED BY THE AMERICAN SALVAGE ASSOCIATION
AND MARINE LOG MAGAZINE

Please visit www.marinelog.com for more information.

Meet the ASA Membership

For membership information, please contact Brad Rosello, Chairman, ASA Membership Committee via email at bradleyengineering@yahoo.com, or Dick Fredricks, ASA Director, via email at rfredricks@vesselalliance.com.

General Members



American Marine Corporation
Honolulu, HI USA
Tel: (808) 545-5190 (24 Hours)
www.amsghq.com



Magone Marine
Dutch Harbor, AL USA
Tel: (907) 581-1400 (24 Hours)
www.magonemarine.com



Svitzer Wijsmuller
Miami, FL USA
Tel: (305) 322-8891 (24 Hours)
www.svitzerwijsmuller.com



Bisso Marine Company, Inc.
New Orleans, LA USA
Tel: (504) 866-6341 (24 Hours)
www.bissomarine.com



Marine Pollution Control
Detroit, MI USA
Tel: (313) 849-2333 (24 Hours)
www.marinepollutioncontrol.com



T&T Marine Salvage Inc.
Galveston, TX USA
Tel: (409) 744-1222 (24 Hours)
www.tandtmarine.com



Crowley Marine Services, Inc.
Seattle, WA USA
Tel: (206) 332-8000 (24 Hours)
www.crowley.com



Ocean Group Inc.
Quebec, CANADA
Tel: (418) 694-1414 (24 Hours)
www.groupecan.com



Titan, A Crowley Company
Fort Lauderdale, FL USA
Tel: (954) 929-5200 (24 Hours)
www.titansalvage.com



Donjon Marine Co., Inc.
Hillside, NJ USA
Tel: (908) 964-8812 (24 Hours)
www.donjon.com



Parker Diving Service
Forest Knolls, CA USA
Tel: (415) 331-0329 (24 Hours)
www.parkerdiving.com



Weeks Marine, Inc.
Cranford, NJ USA
Tel: (908) 272-4010 (24 Hours)
www.weeksmarine.com



Foss Maritime Company
Seattle, WA USA
Tel: (206) 281-3800 (24 Hours)
www.foss.com



Resolve Marine Group
Port Everglades, FL USA
Tel: (954) 764-8700 (24 Hours)
www.resolvemarine.com



Global Diving & Salvage, Inc.
Seattle, WA 98106
Tel: (206) 623-0621 (24 Hours)
www.gdiving.com



SMIT Salvage Americas Inc.
Houston, TX USA
Tel: (281) 372-3500 (24 Hours)
www.smit.com