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INTERNATIONAL SALVAGE UNION BEGINS A NEW DIALOGUE WITH THE EUROPEAN UNION

HANS VAN ROOIJ
President, International Salvage Union

The International Salvage Union (ISU) had a busy 2006 and the hectic pace continued in the first quarter of this year. This year will also be the end of a very challenging period for me, concluding my Presidency of the ISU for the last three years and also marking my departure as Director from SMIT Salvage (at the end of this year).

Having spent most of my working life in this challenging industry – mainly with SMIT – I feel it is time to move on and work for a few more years outside the corporate environment.

Over the last three years we have seen many changes in our industry, including the consolidation of various salvage and tug companies. The increase in size and complexity of the various types of vessels is enormous and this requires a salvage industry geared to deal with those complex vessels and their cargoes.

Salvage industry members must now fully recognize and prepare themselves for these challenges, in order to develop their roles as valuable and responsible partners. Equally, the insurance industry must appreciate that a responsible salvage industry requires adequate compensation to keep ahead of these developments. Salvage is a service industry, not a

rental company dispensing people and equipment. Furthermore, there are emerging problems resulting from rapidly shifting legal and political backgrounds and these issues need to be dealt with by the ISU. One significant development, for example, was the opening of a closer dialogue with the European Union (EU).

Last year the ISU expressed disappointment over the EU Green Paper on Future Maritime Policy's failure to make mention of salvage. There was also nothing new in the Green Paper on protecting EU waters from further catastrophic spills.

In its response to the Green Paper, the ISU put forward an Action Plan for spill risk reduction in EU waters. In its introduction to the submission, the ISU pointed out that its members recovered some 10 million tons of crude oil from tanker casualties over the past decade – the equivalent of around 130 spills of *Prestige* size.

The ISU's submission also noted that data from the International Tanker Owners' Pollution Federation reveals that more than half of the world's worst oil spills over the past four decades occurred in European waters. It commented: "The consequent release of one million tonnes of



HANS VAN ROOIJ

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Soundings

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oil devastated coastal communities in France, Spain, the UK and other EU member states. The scale of damage would have been far worse but for the intervention of salvors.”

Further evidence of salvors’ effectiveness in the spill defense role came this April, with the release of the ISU’s annual Pollution Prevention Survey, covering salvage operations in 2006 involving casualties with a potential to pollute. ISU salvors recovered over 560,000 tons of oils, chemicals and other pollutants from casualties last year – including 400,000 tons of crude oil. The annual survey began in 1994. Since then, our members have recovered over 13 million tons of pollutants from more than 2,000 casualties.

The ISU’s submission to the European Commission set out a program of 10 initiatives which, if implemented at a pan-European level, would make a major contribution to the development of an effective environmental shield for Europe. These measures range from the establishment of a European Fund for Environmental Awards and the granting of responder immunity to an expansion of standby salvage services and EU backing for the ISU’s proposed International Guidelines for Marine Casualty Management.

The latter measure is already progressing, with the ISU cooperating with the Maritime Safety Umbrella Operation. The MSUO is preparing a budget for this project, which will pull together a variety of existing provisions and produce new, coherent and comprehensive guidance for best practice in marine casualty response.

The ISU’s Green Paper response was discussed at a recent meeting with John Richardson, Head of the EU’s Head Maritime Task Force. He expressed particular interest in learning more about EU member states’ current position on responder immunity for salvors. In addition, at the time of writing a meeting was planned with Willem de Ruyter, Director of the Lisbon-based European Maritime Safety Agency (EMSA).

Another development in recent months saw the long-running difficulties over revision of SCOPIC rates finally overcome in discussions with the P&I Clubs and other parties. In 2006 the ISU successfully negotiated an increase for personnel. The next stage concerned new rates for equipment and vessels. Once again, the talks were

challenging yet, hopefully, the proposal which is on the table at this moment will be agreed by the industry partners by the middle of this year.

Another feature of the past year was the continued success of the ISU Associates organization. We now have 47 Associates and Affiliates and, as always, the March Associate Members’ Day in London was well attended.


This conference provided a valuable opportunity to express views about the often unfair tendering practices applied for major wreck removals. There is a growing view that lump sum no cure - no pay is inappropriate for such projects. Contractors frequently have little or no opportunity to carry out a full wreck survey. Even when this is possible, the contractor often encounters unpleasant surprises. The market should accept that no cure - no pay is inappropriate for multi-million dollar projects.

Wreck removal is a topical issue. This May delegates gather in Nairobi for an International Maritime Organization conference, convened to adopt the draft Wreck Removal Convention. The ISU will be represented at this conference. The new convention requires ship-owners to obtain insurance to cover the costs of wreck removal. It also provides states with a right of direct action against insurers.

Looking ahead, events are to be planned to mark the centenary of the Lloyd’s Open Form contract in 2008. Naturally, this will involve cooperation with Lloyd’s of London. Meanwhile, the ISU’s own Lloyd’s Form Subcommittee is making progress in developing a program for promoting the world’s most widely used form of salvage contract. These measures will include a new internet-based facility for the users of salvage services. We expect real progress on this front by the end of the year.

As you see, the issues confronting the ISU are now more complex and are already having a direct influence on the working capabilities and future of the members of the ISU. Therefore, the time has perhaps arrived when we must professionalize and review the structure of the organization, possibly adopting a more regionalized approach to deal better with political and legal issues like we have nowadays for example in Europe and the U.S., working more

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closely with the ASA and counterparts to best protect the interests of all members. 

President's Message

BY GEORGE WITTICH
President, American Salvage Association

Since the inception of the American Salvage Association, we recognized the critical importance of working jointly with the United States Coast Guard. To that end, we placed significant focus on cultivating that relationship in pursuit of our goals and objectives. Although our two organizations may occasionally experience challenges associated with our interactions, on the whole, the relationship has flourished and has experienced continuous improvement. This is evidenced by many of the initiatives that have been successfully executed during the ASA's history, including: Industry / U.S. Coast Guard Cross Training; Salvage Conferences; ASA's participation in the Coast Guard's FOSC (Federal On-Scene Coordinator) Training in Yorktown, Virginia; ASA Salvage Training to the various USCG Strike Teams; and the ASA's early, and continued involvement to the Katrina / Rita response at the Coast Guard's request.



I am honored and exceptionally pleased to report that the association has reached a milestone in furthering this mutually beneficial relationship. In June of this year, my friend and colleague, Admiral Brian Salerno (Assistant Commandant for Plans & Policy) and I will formally execute the Marine Salvage and Firefighting Quality Partnership with a Memorandum of Understanding (MOU) between the United States Coast Guard and the American Salvage Association. In industry, the term "partnership" has become somewhat of an overused buzzword in recent years, often used to establish a relationship and address conflict resolution between a service provider and its customer or to address an understanding between a regulator and an individual corporation. The Coast Guard, on the other hand, has a long and distinguished history of establishing productive quality

partnerships with industry, and specifically with industry associations. It does not enter into them lightly, and requires as a prerequisite that the association, not only, represent the industry sector (inclusive of its purported geographic range and operational scope), but also is the undisputed representative voice of that sector. This is indeed a historical event for the American Salvage Association. In less than a decade, this association has progressed significantly. From its initial inception as an idea in the mind of Mr. J. Arnold Witte (our first ASA President), we have now, with the execution of the Memorandum, formally achieved the recognition as the voice of the professional salvage industry in North America.

The MOU touches on many important aspects of the quality partnership. I would like to highlight a few key sections included in the document:

"The purpose of the partnership is to strengthen the communication and working relationship between the Coast Guard and the marine and firefighting industry in order to improve vessel and personnel safety within that industry; enhance national maritime security preparedness and response; promote timely, responsible and professional salvage response to marine casualties; and enhance the protection of the environment along our nation's waterways."

If this sounds familiar, it is because this purpose closely resembles that for establishing the American Salvage Association and parallels our association's mission statement.


- "The parties will interpret and implement this Memorandum so as to supplement and not adversely affect this regulatory relationship." and "The parties shall seek to achieve its purpose primarily through: ... cooperation to promote the interest of the American public in maritime safety and security, through non-regulatory means where possible;..." These portions of the MOU allow the partnership to seek solutions without having to always go the "regulatory route." This is a key element to ensure timely fixes and improvements to matters of critical importance to the industry, the Coast Guard and the American public.

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- “The parties will promote this partnership within their respective organizations and, as may seem best, involve their representatives at all levels in steps to be taken at the national, regional, or local level.” This section underscores the point that the partnership’s success, much like all of our endeavors, relies heavily on membership participation. It further references the importance of local and regional action. Membership participation at Coast Guard Area Contingency Planning meetings, Area Management Committee meetings, and local Harbor Operations meetings continue to be significant.
- “The parties will confer at least twice a year to identify specific steps of mutual interest, to be taken in pursuit of the purpose...” and “The parties will mutually determine how best to perform and measure progress for each of those steps; and at least annually, exchange documents to briefly describe and evaluate the partnership’s activities since the last such review.”

The key to any successful partnership, or any venture for that matter, is the identification of goals and objectives, the establishment of specific tasks to achieve the stated objective, and a mechanism or methodology to measure and gauge one’s success. Having these guidelines included in the Memorandum emphasizes the expectation and, quite frankly, the need, for this quality partnership to yield results and continuous improvement. From an association standpoint, our progress in this partnership will be closely monitored and will become a recurring agenda item at all of our future association meetings.

I’d also like to credit Admiral Salerno and his staff for expediting the establishment of this Quality Partnership. In their initial correspondence finalizing the approval of the entity, the Coast Guard stated that they “are pleased and proud that the ASA is willing to formalize the cooperative spirit we have shared with your organization over time.” Many of our members have had the pleasure of working with Admiral Salerno in the past – whether during salvage and emergency response activities during his tours as Commanding Officer of MSO San

Juan, PR or MSO Boston; or during his frequent tours at Coast Guard Headquarters. I look forward to working with the Admiral again and am certain he will establish a firm foundation for this quality partnership, which will be of great benefit to the American Salvage Association, as well as to his successors. 

From the Editor




BY JIM BLADH
Managing Editor - *Soundings*

First of all I would like to state that after reading the minutes of the spring meeting at Stamford, Connecticut and reviewing the list of those present, the work and contributions our membership has made to expand the quality of the ASA is apparent. Particularly impressive is joining with *Marine Log* to manage the 2007 National Maritime Salvage Conference & Expo. ASA still maintains the program, subject matter, and speakers. *Marine Log* undertakes the promotional part of the conference.

Visit Marinelog.com to see the publication’s other conferences; the site is very informative and always very professionally organized. If you only have the time and budget to go to one maritime event this year, the upcoming National Maritime Salvage Conference sponsored with *Marine Log* should be the one.

I have been working with several shipyards that appear interested in the ASA and the service we provide to the marine industry. Consequently, I would like to propose to our membership to consider canvassing all shipyards and other relevant marine salvage companies in your areas and promote applying for Associate Membership to the ASA.

I shall look forward to seeing you all at the National Maritime Salvage Conference & Expo at the Hyatt Crystal City Hotel in Arlington VA on October 9-11. Since I live in Crystal City, I will be pleased to assist you with any information on the area. My e-mail is jimbladhsr@aol.com and my cell is (703) 597 6369. 

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Top Industry Speakers to Address National Maritime Salvage Conference in October

ASA, along with *Marine Log* magazine, will host the National Maritime Salvage Conference, October 9-11, 2007, in Arlington, Virginia. The conference and training seminar promises to be an outstanding forum for discussion and examination by industry and government leaders of critically important salvage sector issues.

Program highlights for October 9:

- **Report on the Current Status of USCG Vessel Response Plans, and Salvage and Firefighting Regulations:** LCDR Reed Kohberger, USCG, and LCDR Rob Smith, USCG
- **The Response to Hurricanes Katrina and Rita,** with the U.S. Navy's perspective by CAPT Michael Herb, USN (ret.); the Vessel Owners' Perspective by Jennifer Carpenter, American Waterways Operators; the Brown Water Response by Mauricio Garrido, Titan, a Crowley Company, and the Offshore Response by Roger Elliott, SMIT Salvage.
- **The Position of the Marine Salvage Industry in the Years Ahead:** Hans van Rooij, President, International Salvage Union
- **Standby Salvage Capability,** with the International Perspective by Frank Tazelaar, SvitzerWijismuller Salvage; the State Perspective by Norm Davis, Washington State Department of Ecology (invited); the U.S. Towing Perspective by Paul Gallagher, Foss Maritime; and the U.S. Environmental Perspective by Fred Felleman, Ocean Advocates.

Program highlights for October 10:

- **Report on Current Status of Maritime Security,** with the Federal Perspective by Al Martinez-Fonts, Assistant Secretary for Private Sector, Department of Homeland Security (invited); the Port Perspective by Gary LaGrange, Port of New Orleans; the Shipping Industry Perspective by Joseph



Captain Richard Hooper, USN, Supervisor of Salvage, addressed ASA's membership at its Spring Meeting, in conjunction with the Connecticut Maritime Association's SHIPPING 2007 conference in Stamford, CT, March 19. Hooper said, "We need to ensure that the U.S. has the proper salvage posture to respond to an inevitable terrorist attack on our maritime lifelines. The salvage industry is integral to the proper posture and the government needs to organize itself in order to enable industry to play that integral role."

Cox, Chamber of Shipping of America; and the Salvor's Perspective by Paul Hankins, Donjon-SMIT.

- **Firefighting,** with the U.S. Coast Guard Perspective by CAPT Richard Kaser, USCG; the Municipal Perspective by Chief Tom Stone, Saint Bernard Parish, LA; the Salvor's Perspective by Joseph Farrell, Resolve Marine Group.
- **Salvage, the Environment and Places of Refuge,** with the Environmentalist's Perspective TBD; the Regional Perspective by Jean Cameron, Pacific States/British Columbia Oil Spill Task Force; and the Salvor's Perspective by Rusty Nall, American Marine.
- **National Maritime Salvage Policy in Light of the Ongoing Terrorist Threat:** CAPT Richard Hooper, Supervisor of Salvage, USN
- **Area Contingency Plans,** with the U.S. Coast Guard Perspective by Joe Bonn; the State's Perspective by Roland Guidry, Louisiana Oil Spill Coordinator's Office; and the Salvor's Perspective by Devon Grennan, Global Diving & Salvage.

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- **LNG: A Panel Discussion Concerning LNG Operations:** Tony Teo, Det Norske Veritas; Ann Hayward Walker, SEA Consultants; and Edmond Moran, Moran Towing.

ASA will hold a Training Seminar on October 11:

ASA will hold a training seminar October 11 to discuss casualties, marine salvage, operations, training and contracting, and environmental challenges with industry leaders. ☺



Workshops & Seminars: September 12-14, 2007
Exhibition: September 13-14, 2007

Washington State Convention & Trade Center, Seattle, Washington

The premier West Coast conference and exhibition on oil, hazmat spill planning, prevention and response, marine fire and salvage, and port and maritime security.



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www.cleanpacific.org



Spotlight on Weeks Marine, Inc.

With two cranes providing bunker coal and dry ballast stevedoring services in New York Harbor, Weeks Marine was originally founded as Weeks Stevedoring Company in 1919. As a dynamic organization, Weeks has responded to the many changes which have transpired in the marine industry and the ports in which it serves. Through a combination of accelerated growth coupled with a series of acquisitions beginning in the late 1980s, Weeks has evolved into one of the most diverse family owned operations in North America and was recently named among the top 100 largest contractors in North America by *Engineering News Record*.

Operationally, the company's business lines include dredging, marine construction, heavy lift, salvage, towing and marine transportation,

stevedoring, and chartering. The geographic scope of Weeks' operations encompasses the U.S. coastline and many of its ports, South and Central America, the Caribbean, and Hawaii and the Pacific Rim.

Weeks Marine presently maintains a full-time employee base of about 1000, which can swell substantially during periods of peak activity. The company owns and operates a fleet of more than 400 vessels (including heavy lift and salvage cranes, jack-ups, derricks, dredges, tugs, barges and related equipment) and an equally impressive fleet of land equipment. Weeks is headquartered in Cranford, New Jersey and maintains 10 additional full-time division offices and maintenance facilities in Louisiana, New Jersey, Texas, Virginia and Hawaii. ☺

Visit us at
www.weeksmarine.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

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Duane Clause
Budget Boat Towing & Salvage

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CAPT Jerome Eker
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Budget Boat Towing &
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Frank Igaz
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Frank Mohn Houston, Inc.

Don Patterson
Columbia Helicopters

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

RADM Joel D. Sipes,
USCG (Ret.)

VADM James C. Card,
USCG (Ret.)

RADM Robert C. North,
USCG (Ret.)

RADM Paul J. Pluta,
USCG (Ret.)

RADM Thomas H. Gilmour,
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 (Ret.)

CAPT Rich Hooper, USN

2007 UPCOMING EVENTS



September 13-14
Clean Pacific 2007 Conference
Seattle, WA
www.cleanpacific.org

September 20-21
ML Global Greenship 2007
Washington, DC
www.marinelog.com

October 8
ASA 2007 Fall Meeting
Arlington, VA
www.americansalvage.org

October 9-11
National Maritime Salvage
Conference & Expo
Arlington, VA
www.marinelog.com

November 5-7
ML Ferries 2007
Delray Beach, FL
www.marinelog.com

November 15-16
Clean Gulf 2007 Conference
Tampa, FL
www.cleangulf.org

December 5-6
ML Intelligent Shipbuilding
Washington, DC
www.marinelog.com



**A Book Review
by Dick Fredricks,
ASA Director**

**“Cast a Deep Shadow”
Joe Savoie, The Early Oil-Field Divers and
The Invention of the Modern Diving Helmet**

It has been said that the golden age of commercial diving took place from the late 1950s until the early 1970s and that it was heavily influenced by pioneering oil-patch divers working offshore Louisiana in the Gulf of Mexico. Joe Savoie, one of those remarkable men, invented the first modern commercial diving helmet. He invented the neck dam principal which made all modern diving helmets possible.

Beyond recounting the life and accomplishments of Joe Savoie, the author also presents an historical review of the early settlement of Louisiana, the movement offshore in search of oil and the development of commercial diving as we

know it today. Along the way he mentions Merritt-Chapman & Scott, Murphy Pacific Marine Salvage Company, Taylor Diving & Salvage, Dick Evans, Michel Lecler, Dutch Schwagemaker, Buck Steber and a host of others who were deeply involved in diving, salvage and the quest for oil.

I strongly recommend “Cast A Deep Shadow” as it delivers an important message; almost anything is possible if you put your mind to it.

Written by Gary L. Harris and published by Legacy Publishing, December 2005, 192 pages. Available from Legacy Publishing - see www.LegacyPublishingServices.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.

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



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



Bisso Marine Company, Inc.
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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.groupocean.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
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www.smit.com