



## IN THIS ISSUE...

- 3 ASA Conference
- 3 President's Message
- 4 From the Editor
- 5 ASA Members Respond to Recent Marine Incidents
- 6 Hear it from the Associates
- 7 Profile on SMIT

## USCG Alters Non-Tank Vessel Requirements

BY LT. ERIC A. BAUER, USCG  
United States Coast Guard Office of Response

ENS. SARA ELLIS, USCG  
Member, Government Preparedness Branch

Most modern self-propelled ships carry some sort of oil to provide power for their main propulsion systems. Of these, most new vessels employ non-persistent diesel oil to power their propulsion systems while nearly all older vessels employ heavier bunker oils. The discharge of oil from a vessel poses a threat to the environment, regardless of the type of oil carried. The Coast Guard recognizes the important role marine salvors play in preventing the discharge of that oil when a ship is in distress.

Congress made the prevention of oil spills in U.S. waters policy with the passage of the Clean Water Act and reinforced our nation's commitment to that policy in the Oil Pollution Act of 1990 (OPA 90). A major component of OPA 90 is to require tank vessel owners and operators to prepare and submit to the Coast Guard, "a plan for responding, to the maximum extent practicable, to a worst case discharge, and to a substantial threat of such a discharge, of oil or hazardous substance." To fulfill this requirement, the Coast Guard generated the Vessel Response Plan (VRP) Program for tank vessels.

In drafting the regulations for the development of tank vessel response plans, it was deemed necessary that owners and operators of tank vessels that carry oil as a primary cargo "ensure the availability of, through contract or other approved means, the response resources that will respond to a discharge." Included in

these resources are oil spill removal organizations (OSROs), as well as lightering, marine firefighting, and salvage resources. In 1993, tank ships and tank barges were required to begin operating in compliance with the vessel response plans submitted to the Coast Guard. No such requirement existed at that time for any other types of vessels.



BAUER



ELLIS

As reported in the Notice of Proposed Rulemaking on Salvage and Marine Firefighting Requirements, "The Coast Guard anticipated that the significant benefits of a quick and effective salvage and marine firefighting response would be a significant incentive for industry to develop salvage and marine firefighting capabilities similar to the development of oil spill removal organizations." For this reason, the Coast Guard did not clarify the desired level of sufficiency for salvage resource, as it

was assumed that tank vessel owners and operators would realize the benefit of developing professional salvage resources. Unfortunately, industry's effort in resource development did not

*(continued on page 2)*

THIS ISSUE IS SPONSORED BY:



**SMIT Salvage Americas, Inc.**

[www.smit.com](http://www.smit.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*

Richard Fairbanks

*Vice President*

George Wittich

*Secretary/Treasurer*

John Witte, Jr.

*Director*

Richard Fredricks

*Managing Editor*

Jim Bladh

*Assistant Editor*

Debra Colbert

*Production/Graphics*

Traci Fischer

meet the Coast Guard’s expectations. In June of 1997, the Coast Guard undertook an effort to further expound upon the requirements. This has proven to be a daunting task. As evident in the 1999 testimony given by Sally Lentz, on behalf of Ocean Advocates, Bluewater Network, Friends of the Earth, Natural Resources Defense Council, and Trustees for Alaska, before the U.S. House of Representatives, “[In 1997,] [t]he Coast Guard did promulgate salvage and firefighting regulations, including a 24-hour response time for salvage efforts, but they recently suspended that requirement for three years because of industry confusion over what constitutes salvage.” That suspension has since been extended until publication of a final rule on salvage and marine firefighting. Although these regulations are a high priority for the Coast Guard, limited resources have been diverted to meet the mandatory deadlines for implementation of the Marine Transportation Security Act.

On the night of February 4th, 1999, the Panamanian-flagged freighter *New Carissa* anchored about 1½ NM off the Oregon coast to wait out heavy weather while en route to Coos Bay. Due to the rough seas, the vessel began to drag anchor. The Captain and crew attempted to raise anchor, but were unable to free the vessel. In the early hours of February 5th, the *New Carissa* found itself hard aground on the Oregon coast. The incident resulted in the discharge of nearly 11,000 barrels of Bunker C fuel oil. More than 3,000 barrels went to the bottom when the *New Carissa* was scuttled in the North Pacific Ocean. The Federal On-Scene Coordinator (FOSC), CAPT M. J. Hall, Commanding Officer of Coast Guard Marine Safety Office Portland, Oregon, wrote in “Crisis on the Coast: the FOSC’s Report and Assessment of *M/V New Carissa* Oil Spill Response”:

“It is an understatement to say that this spill greatly heightened interest in prevention, protection, and best response. In the spirit of that interest, we must focus more on salvage. It is often a significant part of a response and also of prevention--in terms of preventing a bad situation from becoming worse. Optimization of response preparedness is essential to minimize impacts to life, property and the environment... It was my belief on 4

February, 1999 and it remains my belief today, that adequate and timely salvage capability would have significantly mitigated this ‘crisis on the coast.’”


In the wake of the *New Carissa* and other high profile nontank vessel marine casualties resulting in significant discharges of oil, the Coast Guard sought from Congress the authority to require certain nontank vessels to prepare and submit vessel response plans similar to those mandated for tank vessels and tank barges. On August 9, 2004, with President Bush’s signing of the Coast Guard and Marine Transportation Act of 2004 (CGMTA 04), the authority was granted.

CGMTA 04 amends the Federal Water Pollution Control Act to require owners and operators of certain nontank vessels to pre-plan for pollution response. In Navigation and Vessel Inspection Circular (NVIC) 01-05, the Coast Guard’s Office of Response recommends that larger nontank vessels have salvage resources identified and at hand to respond, if needed. Issues such as which nontank vessels will be required to ensure, by contract or other approved means, the availability of salvage resources, remain yet to be resolved. Regardless of the resolution, marine salvors are set to be a vital part of the nontank vessel response planning process.

Shortly after the signing of CGMTA 04, the Malaysian-flagged freighter *Selendang Ayu* reported on December 7 that it had lost power and was adrift off Unalaska Island in Alaska’s Aleutian Chain. Although tugs were dispatched from nearby Dutch Harbor, the vessel went aground and broke apart between Skan Bay and Spray Cape the following day. Aboard the *Selendang Ayu* were over 10,000 barrels of intermediate fuel oil and 428 barrels of marine diesel oil. The total amount of oil that has been discharged has yet to be calculated. While the investigation is still underway, it may be found that quicker and more effective salvage efforts could have been significantly beneficial.

Marine salvors have long played a vital role in pollution mitigation efforts and will continue to do so in the future. The importance of having marine salvors available to the FOSC is often key to success in a maritime emergency, so the Coast

(continued on page 3)

Guard's Office of Response at its headquarters in Washington, DC, will ensure salvage is addressed in the new NTVRP regulations. 

## Plan to Attend the National Maritime Salvage Conference


Mark your calendars and plan to attend the 2005 National Maritime Salvage Conference, sponsored by the American Salvage Association (ASA), November 1-3, 2005 in New Orleans, LA.

On-line registration is currently open, and the program will include the following:

The first day, Tuesday, November 1, will offer a training seminar focusing on marine salvage including the practical, technical and commercial aspects of casualty survey and response, including survey, salvage plan preparation, contracting, hydrocarbon removal, environmental protection, towing and salvage operations, arbitration and payment.

The conference program for Wednesday, November 2 and Thursday, November 3, 2005 includes a report on the current state of the USCG vessel response plan requirements, USCG salvage and firefighting regulations, payment of salvage under general average, wreck removal and disposal, a report on U.S. salvage capability, oil recovery from the *Prestige*, standby Contingency Plans, and challenges related to LNG operations.

"The National Maritime Salvage Conference 2005 will offer guidance to representatives of the maritime community, including governmental representatives, ship-owners, underwriters, attorneys and salvors alike, on matters concerning salvage regulations, salvage plans and training, environmental protection, port security and wreck removal," said Richard Fairbanks, President of the ASA. "For anyone in the U.S. and international maritime salvage community, mark your calendars now for this not-to-be missed conference in 2005!," he continued.

To register online and for more information, visit [www.americansalvage.org](http://www.americansalvage.org). 

## President's Message

BY RICHARD FAIRBANKS, President,  
American Salvage Association

The 295-foot-long *EMC 423* tank barge, loaded with a very heavy residual oil product, exploded and sank in the Chicago Sanitary and Ship Canal on January 19, 2005. Despite being a serious impediment to navigation, it was weeks before an acceptable salvage plan was developed and three months before the barge was re-floated and navigation fully restored. As required by OPA 90, the *EMC 423* did have a USCG approved Vessel Response Plan (VRP). However, the salvage company named in the VRP was not familiar with the Incident Command System and demonstrated little experience in dealing with an accident of this magnitude. The loss of a crew member certainly slowed initial efforts. The ongoing winter weather and difficult access to the site was also a serious hindrance to the operation, but the long delayed salvage plan and prolonged operation underscored a major flaw in the current regulations. That flaw is the lack of criteria for choosing, vetting and approving a professional, commercial salvor to be listed in a Vessel Response Plan. Without criteria, anyone can be named. An owner can name himself, his brother or his uncle as his salvage contractor despite a lack of equipment, personnel, insurance and/or experience. The owner of *EMC 423* took a substantial risk in selecting his salvor. By approving his plan the USCG accepted that risk.



FAIRBANKS

Following any incident, the USCG should be asking the Responsible Party (RP) to "follow the pre-approved plan." It is difficult for the USCG to disqualify a contractor named in an approved plan. It is tantamount to asking the RP to disregard the plan. Therefore, the USCG has a major problem when the contractor in an approved plan does not perform professionally or as expected.

Marine transportation is a very competitive business. Cutting costs is a major requirement to staying in business. At the same time, we are all

---

*"Regulation is the only way to fix the problem. It is the only way to level the competitive playing field. All owners must be required to name contractors that meet strict but common requirements."*

*- ASA President  
Dick Fairbanks*

---

(continued on page 4)

*"If the Proposed Salvage Regulation is finally adopted and the nation's ACP's are modified to include a meaningful salvage section, we will have made real progress in our efforts to professionalize the salvage industry."*

*- ASA President  
Dick Fairbanks*

guilty of the "it won't happen to me" mentality. The odds are very much in favor of adopting that approach. The short-term objectives of the RP may be satisfied by fulfilling the requirements of his VRP at least by cost, but as was demonstrated by the *EMC 423* tank barge incident, it is obviously not in the public interest.

Regulation is the only way to fix the problem. It is the only way to level the competitive playing field. All owners must be required to name contractors that meet strict but common requirements. This need was recognized when OPA 90 was formulated but the focus at the time was on spill clean up, not salvage. The salvage portion of the regulation has been a work in progress ever since. In 2002 the USCG published their proposed solution to the problem. It met serious resistance from the maritime transportation community, in part because the proposed regulation was only applicable to tank vessels... In 2004 that problem was fixed when congress extended OPA 90 VRP requirements to all self-propelled vessels over 400 GRT. The regulation is now fairly applied. As demonstrated by the *EMC 423* accident, the regulation is needed and the time is now.

The proposed regulations will provide owners, RP's and plan writers' guidelines for choosing salvage contractors. As proposed, salvage contractors named in Vessel Response Plans must:

1. Currently be in the salvage business
2. Have a history in the business
3. Have salvage equipment
4. Have trained personnel
5. Have 24-hour availability
6. Have a training program
7. Participate in drills
8. Have demonstrated the ability to write approved and successful salvage plans
9. Have a connection to other salvors via trade organizations
10. Have salvors' liability insurance
11. Have sufficient capital
12. Have situational experience
13. Have logistical capability


These criteria are certainly subjective but taken in total they will require owners and plan writers to be much more careful when naming salvage contractors in Vessel Response Plans. They will also give the USCG a tool with which they can reject plans naming those obviously unqualified.

In addition to the proposed salvage regulations the USCG has another long neglected tool to insure an acceptably professional salvage response. That tool is the Area Contingency Plan (ACP). In a review of the ACP's in the various ports around the country the ASA found that the ACP's covered oil spills pretty well but had almost nothing on salvage response. Hopefully that will be corrected this year. A model "Salvage Section" titled "**Vessel Salvage and Lightering**" has been sent to each port for inclusion into each area plan. In the model are the words:

#### **403. Identify Response and Salvage Assets**

The Responsible Party should immediately contract and set into motion adequate response and salvage resources. Historically, there has been reluctance on behalf of the vessel's representatives to engage a professional salvor. A decision to attempt operations without a professional salvor should be examined critically by the FOSC.

This should help the USCG insure that adequate salvage response is in the public's interest, not just the RP's.

If the Proposed Salvage Regulation is finally adopted and the nation's ACP's are modified to include a meaningful salvage section, we will have made real progress in our efforts to professionalize the salvage industry. 

## From the Editor

BY JIM BLADH, Managing Editor - *Soundings*

Members of the ASA have been busy over the last several months responding to marine incidents that have spanned the coasts. The first incident occurred when an ASA member helped to refloat the *Millicoma*, an oil barge that grounded after its towline separated from the


*(continued on page 5)*

*Howard Olsen* tug in Washington State on March 19.

The second incident, just a few weeks after the *Millicoma* incident, required an ASA member to help coordinate efforts to remove the freight ship *Sea Cloud* that ran aground near St. Croix in the U.S. Virgin Islands. The U.S. Coast Guard and local authorities, along with the ASA member, worked together on their response and successfully removed the vessel and at the same time minimized further damage to the fragile marine environment surrounding the location of the incident.

These incidents (see full details in article below), as well as countless others, point up the critical -- and practical -- importance of the professional marine salvage industry in the United States and around the globe. The industry is like insurance -- you may not think of us every day, but when you need us most, we are here and able to respond to marine fires, sinkings and groundings, oil spills, and other disasters that require very specific, professional action. And for my money, having peace of mind is worth every penny.

Be sure to join us at the ASA National Maritime Salvage Conference, November 1-3, in New Orleans, LA. There you will be afforded the opportunity to participate in a training seminar focusing on marine salvage, and to hear the most important information on the salvage industry from top experts across a variety of marine industry and government sectors.

We'll see you there! 



## ASA Members Respond to Recent Marine Incidents

BY DEBRA COLBERT, Assistant Editor - *Soundings*

A member of the ASA was on scene and helping to coordinate efforts to remove the freight ship *Sea Cloud* that ran aground less than a half-mile west of the channel entrance to Krause Lagoon, St. Croix, U.S. Virgin Islands in mid-March. After the incident, a Coast Guard team from St. Croix immediately responded and was assisted

by a second team from San Juan, Puerto Rico. The Coast Guard and local authorities, along with the ASA member salvage company and an environmental response contractor hired by the responsible party worked together to remove the vessel while minimizing the risk of pollution and damage to the surrounding environment. *Sea Cloud* was released from the coral off St. Croix's Ruth Cay, and moved to port to undergo an inspection. The ASA member salvor was able to free the vessel using tugs. Hull soundings and other tests were performed to check the seaworthiness of the ship.

*Sea Cloud* was carrying a cargo of non-hazardous dry-goods loaded in containers; however, the ship's fuel tanks contained more than 335,000 gallons of various fuel oils posing the greatest potential environmental risks.

Divers hired by the responsible party reported no significant damage to the ship's hull. The fuel tanks of major concern were located at the rear of the ship. This section was reported to be free floating and the tanks were not in danger of leaking.

The entrance to Krause Lagoon remained open to commercial traffic throughout the incident. The cause of the accident is still under investigation, but mechanical failure has not been ruled out.

Another ASA member assisted in efforts to refloat the oil barge *Millicoma* that grounded after its towline parted from a tug while entering the Columbia River near Seaview, Washington, on March 19.

While the barge was empty of cargo, it had diesel fuel onboard to power a generator. Responders quickly determined that no diesel had been released into the environment during the grounding. A joint effort was then started to conduct a condition survey of the barge and to develop a plan to remove the diesel and to free the barge from its position near the North Head Lighthouse.

In accordance with the Incident Command System, a Unified Command was established with representation from the barge owner, the Coast Guard, the Washington State Department of Energy, and the Local County Emergency Management. As outlined in the Incident Command Structure (ICS), a set of common

---

*"As is the case with marine emergencies such as this one, the professional salvage industry mobilized quickly to protect against damage to the marine and surrounding environs."*

*- ASA President  
Dick Fairbanks*

---

*(continued on page 6)*

---

*“Associate Members bring a diverse wealth of capability, flexibility, talent and other facets to the salvage community that may not be readily available, or available in a timely manner at a needed geographic location.”*

*- ASA Associate Member Co-Chairman Ken Edgar*

---

objectives was set and the proper salvage equipment and pollution cleanup resources were mobilized to the scene. A detailed site safety health plan and vessel specific salvage plan were prepared and approved by the unified command. A Joint Information Center was established to proactively keep the public and all stakeholders apprised of the situation. Engineering models were conducted by naval architects following the damage survey to determine refloating requirements and stability characteristics.

Once the damage survey was completed, the various interested parties staged resources to free the barge and prepare for the potential of a pollution response in the event that any diesel oil was released. A large amount of equipment was moved into place for the effort, including several tug boats, a helicopter for overflights, a mobile command post, and, as a precaution, shoreline cleaning equipment and a wildlife rescue trailer.

The salvage team was able make use of favorable weather and suitable tides to refloat the *Millicoma* just four days after the initial grounding. There was no fuel spilled in the incident and no injuries were incurred. The barge was then moved to a Portland shipyard for repairs.

“As is the case with marine emergencies such as this one, the professional salvage industry mobilized quickly to protect against damage to the marine and surrounding environs,” said ASA President Dick Fairbanks.

## Hear it from the Associates...

BY KEN EDGAR, ASA Associate Member Co-Chairman

Membership within the American Salvage Association provides positive buoyancy for the salvage profession. It is the “trade association” and “professional society” for the professional marine salvors within the United States! The General Membership is reflective of most of the firms within the States and Canada that perform major salvage, harbor clearance, salvage towing, and lightering operations. However, there are other firms and individuals that round-out the total salvage community and that group is

partially contained within the ASA Associate Membership. Associate Members bring a diverse wealth of capability, flexibility, talent and other facets to the salvage community that may not be readily available, or available in a timely manner at a needed geographic location.

Membership in the ASA is akin to membership in other organizations, professional societies or trade organizations-neither the organization nor the member profit from each other unless there is commitment on the part of both parties. Further, there is a synergy with an organization like ASA and its membership; it is the application of the old saw that the whole has more strength than the sum of its parts.

Associate Members bring to the ASA numerous invaluable aspects including but not limited to: Associate Members are geographically distributed and located in and about ports, centers of government, and shipping companies. Further, many of these locations are not near or timely serviced by other Members. This makes Associates in these locations the logical choice for acting as ASA’s ambassadors; furthermore, it places Associate Members in positions of rapid response in support of other ASA Member’s operations.

Further, Associate Members have technical skills and capabilities not always found in other Members. This may run the gamut from technical analyses and specialty software, to surveys, logistics, and fabrications, to fiscal, legal and other services.

Germane to the ASA specifically, Associate Members support committees, projects and ASA functions, as well as Associate Member specific issues. Many of these functions were outlined during the fall meeting in Coronado, and are being further developed toward formalization at the 2005 National Maritime Salvage Conference.

Active Associate Membership support and involvement with the Association comes with a reciprocal aspect. The Association and General Membership must support and nurture, and openly encourage, Associate Membership.

Many of the same topics above are valid reasons for individual Corporate Members and the ASA as an entity to maintain a vibrant and

*(continued on page 7)*

active cadre of Associates. The goals and objectives of ASA can be well served and enhanced by an integrated larger membership population with common, yet diverse, resources.

Moreover, it is incumbent upon all Members to actively seek out and encourage other salvage professionals to join and enthusiastically support ASA at commensurate levels.

*Associate Members, as well as individuals and firms considering affiliation with the ASA, should contact Dick Fredricks or either of the acting Associate Member Co-chairs, Jack Ringleberg (jack@jmsnet.com) or Ken Edgar (salvor@marineresponse.net), for further information.*

## UPCOMING EVENTS

							
<b>May 15-19</b> IOSC Miami, FL	<b>October 6-7</b> AWO Fall Convention Chicago, IL	<b>October 31</b> ASA Fall Meeting New Orleans, LA	<b>November 1-3</b> National Maritime Salvage Conference 2005 New Orleans, LA	<b>November 30-December 2</b> Workboat Show New Orleans, LA			

## Spotlight on SMIT Salvage Americas, Inc.

SMIT's name is synonymous with commitment to the challenging field of salvage and marine emergency response where optimal care for the environment is a priority. The SMIT name is one of the foremost connected with wreck removal and port clearance operations as well.

As one of the world's most experienced and leading marine salvors, SMIT maintains round-the-clock readiness for operations anywhere in the world. Salvage is the first line of defense against marine pollution when major casualties occur.

Marine emergency response at this level requires the experience of dedicated salvage professionals, supported by specialized vessels and equipment. SMIT's full range of engineering facilities and logistics support world-wide, ensures that the company can operate effectively even in the most remote locations.

Rapidly changing demands and a new emphasis on the care of the environment have encouraged SMIT to offer special services in the area of environmental care. SMIT's in-house R&D Department developed - together with Frank Mohn of Norway - the Remote Offloading System (ROLS). This system is capable

of offloading bunkers and cargo (oil or chemicals) from wrecks at a depth of more than one hundred meters.

SMIT offers services in the areas of marine emergency response, wreck removal, environmental care, underwater bunker/cargo removal, diving services, marine fire fighting, underwater survey, video and photo inspection, marine and salvage consultancy and contingency planning, and a "Managing Marine Emergency" Course.

SMIT's values the combination of expertise, inventiveness and specialized equipment as the key ingredients toward offering its customers the high quality solutions they require. As such, SMIT strives to fulfill the needs of five critical stakeholder groups: Customers: to deliver a high quality service tailored to customers' specific needs; Employees: to offer challenging work, personal development opportunities and a clear career perspective; Shareholders: to offer corporate transparency and to create shareholder value; Partners: to cooperate on the basis of mutual respect and mutual benefit; and Society: to act with due care for the environment and the community.



Visit us at  
[www.smit.com](http://www.smit.com)

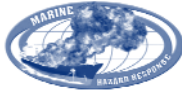
## Meet the ASA Membership

For membership information, please contact Dick Fredricks at (703) 373-2267.

### Associate Corporate Members



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



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



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

### Associate Members

**Miles Atchison**  
Marine Engineer

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

**Christopher P. Constantine**  
Maritime Solutions, Inc.

**J. Kenneth Edgar**  
Marine Response Consultants

**CAPT Joseph Frohnhoefer**  
Sea Tow, Inc.

**CAPT Tom Hurst**  
Budget Boat Towing & Salvage Co.

**Frank Igaz**  
Ocean River, Inc.

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

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

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

**ADM Robert E. Kramek, USCG (Ret.)**

**RADM Joel D. Sipes, USCG (Ret.)**

**VADM James C. Card, USCG (Ret.)**

**RADM Robert C. North, USCG (Ret.)**

### General Members



**American Marine Corporation**  
Honolulu, HI USA  
Tel: (808) 545-5190 (24 Hours)  
[www.amshq.com](http://www.amshq.com)



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



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



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



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



**Global Diving & Salvage, Inc.**  
Seattle, WA 98106  
Tel: (206) 623-0621  
[www.globaldivingandsalvage.com](http://www.globaldivingandsalvage.com)



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



**Ocean Group Inc.**  
Quebec, CANADA  
Tel: (418) 694-1414 (24 Hours)  
[www.groupocean.com](http://www.groupocean.com)



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



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



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



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



**Titan Maritime LLC**  
Fort Lauderdale, FL USA  
Tel: (954) 929-5200 (24 Hours)  
[www.titansalvage.com](http://www.titansalvage.com)



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

**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**

**CAPT "Bert" Marsh, USN**

**CAPT Jim Wilkins, USN**