



IN THIS ISSUE...

- 1 Coast Guard Prepared For Implementation of Salvage and Marine Firefighting Updates to Vessel Response Plans
- 3 ASA Celebrates 10th Anniversary at Fall Meeting
- 4 President's Message
- 5 From the Editor
- 5 ASA and NAMEPA to Co-Sponsor WOW II
- 6 Spotlight on TITAN Salvage
- 7 Meet the ASA Membership

Coast Guard Prepared For Implementation of Salvage and Marine Firefighting Updates to Vessel Response Plans

By CAPT Eric Christensen, Chief, Vessel Activities, U.S. COAST GUARD

Over 14 years ago, the first public workshop was held by the U.S. Coast Guard to determine if more specific regulations were needed to further define salvage and marine firefighting requirements for tank vessels. After what may have seemed like an eternity, the Salvage and Marine Firefighting (SMFF) Requirements, Vessel Response Plans (VRP) for Oil Final Rule was published on December 31, 2008. The SMFF regulations are the most important set of regulations designed to protect our environment since the 1996 promulgation of VRP regulations requiring contracts with oil spill removal organizations (OSRO). Throughout this 14-year period, the "heavy lift" efforts of the American Salvage Association (ASA) were instrumental in assisting the Coast Guard to craft regulations and subsequent guidance to ensure vessel response plans are updated to identify and contract for appropriate salvage and marine firefighting resources. As most of us know, this heavy lift effort is continuing as we prepare for the February 22, 2011 implementation date of the Final Rule.

The SMFF regulations specify the response services that must be identified in VRPs and establish new response time requirements for each of the required services. The regulatory changes mandate that appropriate resources are identified and made available for responding to

incidents up to and including the worst case discharge scenarios. In addition, the regulations specify that a funding agreement between the vessel owner/operator and the resource provider is in place to ensure that responses are not delayed due to negotiations.



CAPT. CHRISTENSEN

Since publication of the SMFF Final Rule in December 2008, my Vessel Response Plan staff at Coast Guard Headquarters worked closely with the ASA and developed a list of frequently asked questions to assist industry in understanding some of the more specific requirements of the regulation. Building on that solid foundation, the Coast Guard was better able to develop Navigation and

Inspection Circular (NVIC 2-10), "Guidance for Implementation and Enforcement of the Salvage and Marine Firefighting Regulations for Vessel Response Plans," which contains voluntary guidance to vessel owners and operators, salvage and marine firefighting resource providers, and other members of the maritime industry for preparing and submitting the required VRP updates.

In the time between the publication of the Final Rule and today the Coast Guard has made every effort to utilize best practices and technology to reduce the administrative burden of compliance for the regulated industry. In discussions with

(continued on page 2)

THIS ISSUE IS SPONSORED BY:



TITAN Salvage

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 Debra Colbert, Managing Editor, at the following address:

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

President
Mauricio Garrido

Vice President
Tim Beaver

Secretary/Treasurer
Paul Hankins

Director
Richard Fredricks

Assistant to the Director
Patricia Welch

Managing Editor
Debra Colbert

Editor Emeritus
Jim Bladh

Production/Graphics
Traci Fischer

ASA members, the Coast Guard determined that “incorporating by reference” listings of resources for contracted SMFF services into VRP Geographic Specific Appendices (GSA) was a preferred method of providing the required information in VRP updates. By utilizing this method of documenting GSA information, resource providers are able to alleviate the potentially burdensome task of providing specific resource information for the 19 separate SMFF services required by the regulation in up to 42 COTP zones, which could amount to over 798 different data points for each VRP SMFF update. In order to ensure that the most accurate and up-to-date information is available to both the vessel owner/operator and the Coast Guard, these core GSAs submitted to the Coast Guard by SMFF resource providers must be periodically updated, augmented by up-to-date resource listings and readily available by electronic means for reference by vessel owners and operators.

Prior to approving any VRPs that “incorporate by reference,” the Coast Guard must first review and accept the core GSAs provided by the SMFF resource provider. The Coast Guard will post and maintain a list of accepted core GSAs, indicating the provider, date and revision number on our Homeport website, <http://homeport.uscg.mil/vrp>. As of January 6, 2011 the U.S. Coast Guard has conditionally accepted core GSAs from three resource providers, Donjon-SMIT, Resolve Salvage and Fire (Americas), Inc. and T&T Bisso Response.

Leveraging technology to reduce burden, the Coast Guard created an innovative and robust electronic plan creation and submittal tool called VRP Express. For new plan submissions and revisions required by the SMFF regulations, the Coast Guard strongly encourages the use of VRP Express. Use of VRP Express provides vessel owners and operators with the opportunity to instantly submit a new plan or revision without having to worry about mailing and tracking paper copies. VRP Express allows vessel owners/operators to track submissions and ensures a more rapid turnaround time than a paper submission. Vessel owners and operators are encouraged to register for a VRP Express account by accessing the VRP section of

Homeport located at <https://homeport.uscg.mil/vrp>.

As stated above, vessel owners and operators may reference U.S. Coast Guard-accepted SMFF core GSAs in their VRP updates, but only for those resource providers with whom they have established contracts and funding agreements. The vessel owner/operator must also submit to the U.S. Coast Guard the required contracts and funding agreements that are in place with their resource provider(s).

To validate that response resource listings are accurate and up-to-date, the VRP Program and U.S. Coast Guard Field Units will periodically verify information. As a reminder, discrepancies found during the Coast Guard’s review could result in Captain of the Port issued Operational Controls being placed upon vessels, which may result in unanticipated delays.

The Coast Guard is ready to implement these long awaited improvements and has a team of subject matter experts ready to provide assistance to industry members when updating their VRPs. Please visit the Vessel Response Plan Web site at <https://homeport.uscg.mil/vrp> or contact us at (202) 372-1000 for any questions regarding the SMFF regulations.

Captain Christensen’s current assignment as the Chief, Vessel Activities (CG-543) at Coast Guard Headquarters charges him with the responsibility of vessel inspection policy development for over 12,000 Domestic (U.S. Flag) Vessels; 8,800 Foreign Vessels under the Port State Control Program, Uninspected Vessels (i.e. 5,000 towing vessels and over 80,000 commercial fishing vessels), and Mariner Credentialing Policy for 200,000 U.S. Merchant Mariners.

Captain Christensen is a 23-year veteran of the Coast Guard. He is a 1987 graduate of California Maritime Academy, with a B.S. degree in Marine Engineering and a Third Assistant engineer’s license for steam or motor vessels of unlimited horsepower. He earned a Master of Engineering degree from the University of Maryland in 2004.

Contact him at Eric.P.Christensen@uscg.mil 

ASA Celebrates 10th Anniversary at Fall Meeting

The American Salvage Association (ASA) celebrated the 10th anniversary of its founding at its Fall membership meeting on November 1 at the Maritime Institute of Training and Graduate Studies (MITAGS), just outside Washington, DC. More than 50 ASA members, staff and other guests attended the meeting. A special luncheon to celebrate ASA's anniversary was also held and was attended by members and special guests CAPT Anthony Lloyd, National Maritime Center; CAPT John Caplis, USCG; CAPT Eric Christensen, USCG; Patricia Adams, USCG; CAPT Patrick Keenan, U.S. Navy; Richard Buckingham, U.S. Navy; Joseph Cox, Chamber of Shipping of America; Ed Welch, Passenger Vessel Association; William Storz, Maritime Law Association; CAPT Bob Becker, MITAGS; Glen Paine, MITAGS; Carleen Lyden-Kluss, NAMEPA; Jane Poterala, *Marine Log*; Chief Steve Shepherd and Joy Savage, Maritime Industries Academy; and Cadets Brandon Alston, Mike Swann, India Morant, Monico Macahia, Kamesha Young, Brianna Pennington, Marcus Lipscomb, Alexia Levi, and Chanty Elle Montgomery.

Those cadets from the Maritime Industries Academy in Baltimore, MD, performed a flag presentation ceremony and in closing presented the flag to ASA President Mauricio Garrido.

ASA also presented its Rapid Response Awards to Ed Welch, Passenger Vessel Association (PVA) Legislative Director, and ASA General Counsel Jim Shirley in recognition of their efforts to include salvor immunity in regulatory changes to OPA 90 being addressed as a result of the Deepwater Horizon spill on the Gulf Coast. Congressman Elijah Cummings was also recognized with a Rapid Response Award for his efforts and support in introducing the salvage amendment into the legislation.

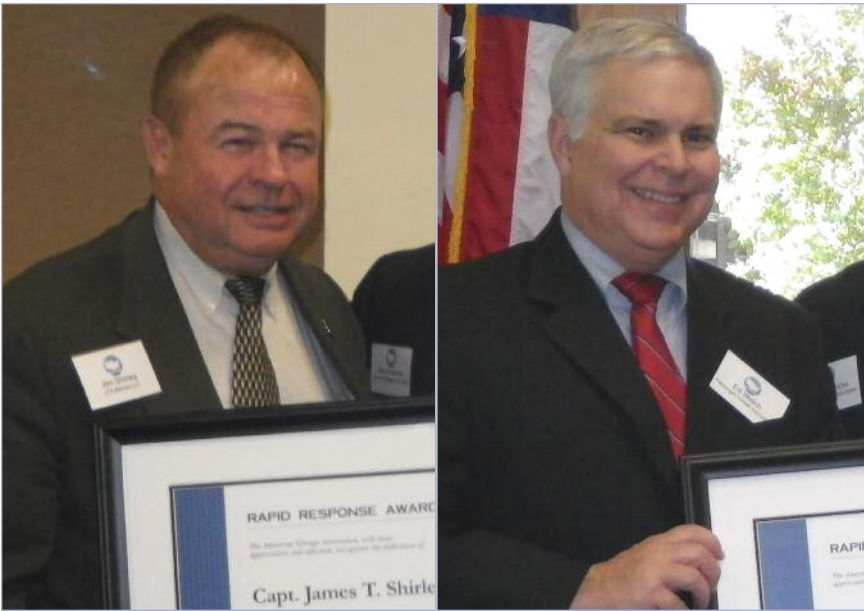


Cadets from the Maritime Industries Academy in Baltimore pose together just after they performed a moving flag presentation ceremony at ASA's Fall membership event to celebrate its 10th anniversary.



CAPT Anthony Lloyd, USCG, catches up with ASA member Bob Umbenstock at ASA's Anniversary lunch on November 1.

ASA Executive Director Richard Fredricks was also presented an award of recognition and appreciation for his leadership. 🇺🇸



ASA General Counsel Jim Shirley (left) and PVA Legislative Director Ed Welch receive ASA's Rapid Response Award at the association's Fall Membership meeting.

hundreds of years have been redefined and to great extent virtually eliminated by the new regulations. As February 22nd nears, most tank vessel owners have now executed pre-contracts for salvage response which have been approved not only by the U.S. Coast Guard but also by the P&I clubs and hull underwriters. Beyond that, formal networking of salvage resources has never been as active in our history. The entire ASA membership is in the sandbox proactively engaged in pre-establishing subcontracts and agreements which no doubt will have a positive impact in the future. Salvage equipment has been pre-staged throughout the nation, staffing levels increased, thousands of tugboats identified, response protocols redefined, and training programs initiated. Pre-Fire plans have been reviewed and certified making the pre-casualty relationship between salvors and shipowners closer than ever.

On the other hand, shipping company vetting departments have now targeted salvage companies and their subcontractors in order to fulfill their obligation of certifying their selected salvage provider meets the regulations. However, the burdensome and costly vetting activity has not been limited to just shipowners. The U.S. Coast Guard both at headquarters and Sector level has been, under a "Trust but Verify" policy, fully engaged in vetting the Primary Resource Providers representing approximately half of our membership. This has been as challenging as a VLCC on fire owing to inconsistent guidance, unfamiliarity with the regulations, and the overall lack of salvage response experience of Coast Guard staff.

Inexperienced regulators will be the greatest challenge of these regulations, as those enforcing them must in effect be subject matter experts in order to foster achievable compliance and meet the intent of the regulations.

How will the USCG bridge this gap?

These regulations have been in the oven for almost 15 years, long enough for most Coast Guard Captains and Admirals who kicked them off the blocks to be well retired. Interestingly enough, during this period ASA members have been responding to marine casualties and performing.

It is important to ensure the salvage industry remains capable and we have always maintained the regulations should ensure just that. The regulations provided criteria for owners to select a

President's Message

BY MAURICIO GARRIDO
President - American Salvage Association

Change is here

Change is good they say. However, change must be managed or it will manage us. Fortunately, salvage response is all about flexibility, tackling the unknown and anticipating unpredictable conditions. There is no one better to deal with change than a professional salvor.



MAURICIO GARRIDO


Over the past 12 months the American Salvage community has been force fed change as the U.S. Coast Guard implements the new Salvage and Marine Firefighting regulatory framework for tank vessels. As expected with all U.S. regulations, new lingo and acronyms have surfaced. Primary resource provider, SMFF, GSA, Funding Agreement, among many more are now part of our daily email traffic and coffee room chats. More importantly, the principles of voluntary salvage services and No-Cure No-Pay which have defined the commercial parameters of our work for

professional salvor. As a result, vessel response plans will no longer list hundreds of extraneous companies but only those organizations committed to providing professional salvage services. On the other hand, the regulation's planning standards depicted in the timetable of salvage and firefighting services will require careful management to ensure they do not serve as a standard of negligence which can foster unjustified litigation.

Many believe the regulations will bring work for the industry as owners will have to give serious consideration to not activating their salvor during any incident in the U.S. However, many others are convinced salvage response will continue to be handled as it traditionally has where owners look at options and in cases may just let pilots and local tugs tackle a refloating.

The success of the Salvage and Marine Firefighting regulations will be directly related to the Coast Guard's enforcement posture and their ability to support consistent policy guidance over time.

As time goes by, the key for the system to survive will be to ensure vessel response plans are activated and the resources utilized. After all the effort, time and expense spent in getting ready for regulations it would be a shame for those responsible to write them not to apply the same level of energy in enforcing them.

Change is here, but let's do our very best to manage it. 

From the Editor


BY DEBRA COLBERT
Managing Editor - *Soundings*

Happy 2011 to all! I hope that ASA members and supporters are well rested and ready to roll up their sleeves for what promises to be a very busy year ahead.



At our Fall meeting, Mr. Garrido emphasized that as we continue with ASA's important initiatives, all members should focus on ways to raise the awareness of what our industry is all about among lawmakers, regulators and the news media.

As we approach the implementation date of the Coast Guard Salvage and Marine Fire-fighting

regulations, it should be understood that the industry could not have gotten to this point without ASA members holding fast to the tenets of the association, as noted by Mr. Garrido. Over 10 years, ASA members, while remaining fierce competitors, have come together for the betterment of the industry and supported the development and implementation of these important regulations. Members remain ready to move forward in their businesses with these regulations that will make the professional marine salvage and fire-fighting industry stronger, and ultimately, the nation safer. 

ASA and NAMEPA to Co-Sponsor WOW II



ASA and the North American Marine Environmental Protection Association (NAMEPA) will co-sponsor a conference, "Wrecks and Wells of the World II: Evaluating and Addressing Potential Underwater Threats (WOW) II" on Monday, June 6 and Tuesday, June 7, 2011 at MITAGS. The conference will explore pollution threat, impact modeling, risk assessment, oil removal and remediation, implications to the environment, legal, insurance and funding issues related to the more than 8,500 sunken vessels in the world, many of them World War II-era.

The program has been expanded to include discussion of the pollution threat posed not just by ship wrecks but also by the tens of thousands of abandoned oil wells that litter coast and offshore waters around the world.

"The issue of spills emanating from sunken shipwrecks is an issue that the United States is greatly concerned about as the risk to the delicate marine environment continues to grow in importance," said Mauricio Garrido, ASA President.

"The national and international implications for responding to these environmental threats are tremendous," said Clay Maitland, Founding Chairman of NAMEPA. "We have an opportunity to mitigate the risks of these wrecks becoming environmental disasters fouling our marine environment."

The conference program is being finalized now. Further details will be available on the ASA and NAMEPA websites at www.americansalvage.org and www.namepa.net. 

Spotlight on TITAN Salvage




TITAN Salvage has come a long way from its 1981 beginnings as a one tug towing company. Through the years, the Florida-based company has handled some of the most difficult salvage and wreck removal projects around the globe, while developing a unique approach to meeting customer demands in the high stakes world of salvage and wreck removal.

With over 400 major projects under its belt, TITAN salvage masters, engineers, naval architects and a diverse group of specialists have successfully handled project management for high profile marine emergency and natural disaster response operations and wreck removal services for multi-national governments, ship owners and underwriters around the world, that would have been deemed impossible only a few years ago. TITAN's proven track record includes some of the largest and most difficult wreck removals ever accomplished.

With a credo of Response & Results, TITAN's mission statement is to be a global leader in the markets of salvage, wreck removal and maritime emergency response by providing world-class services that ensure long-term company durability, while ensuring the safety of their people, the public and the environment.

Within minutes of notification, TITAN can mobilize a worldwide network of highly qualified salvage masters, engineers and naval architects, along with technical and operations personnel catered toward any type of salvage operation. Owning the best portable, flyaway salvage equipment in the business, all of which is maintained to the highest standards, allows the company to retrieve and load salvage equipment and other ancillary gear in cargo containers getting it on its way to the airport in minutes.

TITAN utilizes chartered and commercial aircraft for emergency transport of equipment and personnel, maintaining a global network of tug, barge, crane and lightering vessel operators to ensure that the vessel in need receives the promptest and most professional assistance available, regardless of the incident's location.

The company's four strategically located facilities in Pompano Beach, Fla., Singapore, the United Kingdom and Cairns, Australia ensure the company is able to respond anywhere, quickly. TITAN also has immediate access to their parent company's (Crowley) myriad of marine equipment, including the largest fleet of salvage tugs in North America. 

UPCOMING EVENTS

	<p>March 21 ASA 2011 Spring Meeting Stamford, CT www.americansalvage.org</p>	<p>May 17-19 Ocean Tech Expo 2011 Newport, RI www.oceantechexpo.com</p>	<p>May 22-24 International Oil Spill Conference Portland, OR www.ioosc.org</p>
	<p>June 6-7 Wrecks Of The World II: Hidden Risks Of The Deep Linthicum Heights, MD www.americansalvage.org</p>	<p>October 3 ASA 2011 Fall Meeting Key Bridge Marriott Arlington, VA www.americansalvage.org</p>	<p>October 4-6 National Maritime Salvage Conference 2011 Key Bridge Marriott Arlington, VA www.americansalvage.org</p>
	<p>March 19, 2012 ASA 2012 Spring Meeting Stamford, CT www.americansalvage.org</p>		
			
			
			
			

Meet the ASA Membership

For membership information, please contact Matt Miller, Chairman, ASA Membership Committee via email at mmiller@glosten.com, or Dick Fredricks, ASA Director, via email at rfredricks@vesselalliance.com.

Corporate Associate Members



Dawn Services, LLC
Gretna, LA USA
Tel: (504) 362-8994
www.dawnoffshore.com



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



Williams Fire & Hazard Control
Mauriceville, TX USA
Tel: (800) 231-4613
www.williamsfire.com



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



T.G.S. The Grab Specialist b.v.
Draaibrugweg, The Netherlands
Tel: +31 36 532 88 22
www.tgs-grabs.nl

Associate Members

Aaron Addison
Chesapeake Bay Diving

Richard Barta
Muldoon Marine Services, Inc.

Ben Benson
O'Brien's Response Management

Hendrik Bruhns
Herbert Software Solutions

CAPT John E. Cameron
Charleston Navigation Company

Duane Clause
Budget Boat Towing & Salvage Co.

Ruud Cogels
Mariflex Pump Services BV

Christopher P. Constantine
Maritime Solutions, Inc.

Matthew Cook
Seaview Systems, Inc.

John DeFillippo
Budget Boat Towing & Salvage

Gary DeMarsh
DEMEX International

John Driscoll
Marlinespike Marine, LLC

J. Kenneth Edgar
Marine Response Consultants

Dr. Dagmar Schmidt Etkin
Environmental Research Consulting

Joe Frohnhoefer
Sea Tow Services International, Inc.

John K. Fulweiler
DeOrchis & Partners, LLP

Tom Hurst
Budget Boat Towing & Salvage Co.

Frank Igaz
Ocean River Corp.

John Lane
Maritime Alliance Group

Eva Longobardi
Northeast Diving Services, Inc.

Matt Miller
The Glosten Associates, Inc.

Stephen Muck
Specialty Underwater Services, LLC

CAPT Tom Neumann
Meredith Management Group

Bendt Nilsen
Frank Mohn Houston, Inc.

Gordon Olson
GCO Logistics

John Paparone
Environmental Solutions, Inc.

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

Phil Risko
Northstar Marine/Sea Tow

Brad Rosello
Bradley Engineering

CAPT James T. Shirley
JTS Marine

Harold Smith
Miller's Towing

Paul S. Smith
The Glosten Associates, Inc.

CAPT Robert K. Thurman
Marine Salvor (Ret.)

Rik van Hemmen
Martin, Ottaway, van Hemmen & Dolan

Hans van Rooij
Global Marine Solutions B.V.

Ann Hayward Walker
Scientific and Environmental Associates

William Walker
Independent consultant

Eric T. Wiberg
Consultant

VADM James C. Card,
USCG (Ret.)

RADM Robert C. North,
USCG (Ret.)

RADM Paul J. Pluta,
USCG (Ret.)

RADM Thomas Gilmour,
USCG (Ret.)

RADM Craig Bone, USCG (Ret.)

CAPT Eugene B. Mitchell,
USN (Ret.)

CAPT J. Huntly Boyd,
USN (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 R.S. "Chip" McCord,
USN (Ret.)

CAPT "Bert" Marsh,
USN (Ret.)

CAPT Jim Wilkins,
USN (Ret.)

CAPT Richard Hooper,
USN (Ret.)

CAPT Patrick Keenan, USN

Meet the ASA Membership

Affiliate Members



Association of Diving Contractors International
Houston, TX USA
Tel: (281) 893-8388
www.adc-int.org



Offshore Marine Service Association
Harahan, LA USA
Tel: (504) 734-7622
www.offshoremarine.org



International Salvage Union
London ENGLAND
Tel: +44 (0) 20 7645 9104
www.marine-salvage.com



Spill Control Association of America
Bel Air, MD USA
Tel: (443) 640-1085, x119
www.scaa-spill.org



North American Marine Environmental Protection Association
Southport, CT USA
Tel: (203) 255-4686
www.namepa.net



The National Association of Marine Surveyors, Inc.
Chesapeake, VA USA
Tel: (800) 822-6267
www.namsglobal.org

General Members



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



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



T&T Bisso, LLC
Houston, TX 77065
Tel: (713) 534-0700 (24 hours)
www.ttbisso.com



Bisso Marine Company, Inc.
Houston, TX USA
Tel: (281) 897-1500 (24 Hours)
www.bissomarine.com



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



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



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



Parker Diving Service
Sausalito, CA USA
Tel: (800) 464-3010 (24 Hours)
www.parkerdiving.com



TITAN Salvage
Pompano Beach, FL USA
Tel: (954) 545-4143 (24 Hours)
www.titansalvage.com



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



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



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



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



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



Mammoet Salvage Americas Inc.
Rosharon, TX USA
Tel: (281) 369 2200
www.mammoetsalvage.com



SVITZER Salvage
Miami, FL USA
Tel: (305) 322-8891 (24 Hours)
www.svitzer.com

For membership information, please contact Matt Miller, Chairman, ASA Membership Committee via email at mstmiller@glosten.com, or Dick Fredricks, ASA Director, via email at rfredricks@vesselalliance.com.