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The Marine Board and the Salvage Industry: A Long Relationship

By RADM Malcolm MacKinnon III, USN (Ret.)

The Marine Board and the Salvage Industry enjoy a long and mutually beneficial relationship. The Marine Board of the National Academies was formed in 1965 as the Committee on Ocean Engineering under the National Research Council. It became the Marine Board in 1970. The National Research Council is the operating arm of the National Academies, which consist of the National Academy of Sciences, the National Academy of Engineering and the Institute of Medicine. The purpose of the National Academies is to advise government on scientific and technical matters. The Mission of the Marine Board is as follows:

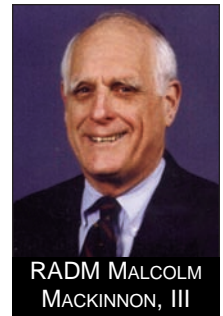
“To serve the national interest by providing evaluations and advice concerning the ability of the nation’s maritime transportation system and maritime industries to operate safely and efficiently, and in an environmentally sensitive manner.”

A strong supporter of the Marine Board, who promoted its inception, was the then-Supervisor of Salvage, Captain Willard F. Searle. As a result the Supervisor of Salvage (SupSalv) of the Naval Sea System Command has remained a principal sponsor of the Board. Other sponsors have included the Office of Naval Research, the Army Corps of Engineers, the U. S. Coast Guard, the National Oceanic and Atmospheric Administration, the Maritime Administration, the Environmental Protection Agency, the National Science Foundation, and the Minerals Management Service of the Department of the Interior.

These Sponsors have provided core funding for the operation of the Board. They, as well as others, provided funding for specific projects seeking advice on various maritime matters. These projects have resulted in reports, such as:

- The Risk of Vessel Accidents and Spills in the Aleutian Islands
- Great Lakes Shipping, Trade, and Aquatic Invasive Species
- The Marine Transportation System and the Federal Role
- Shipboard Automatic Identification System Displays
- Polar Icebreakers in a Changing World
- Environmental Performance of Tanker Designs in Collision and Grounding

Most significantly for the Salvage Industry and SupSalv, has been a series of projects on the subject of Marine Salvage Capabilities, culminating in 2004 when the then-SupSalv, Captain Jim Wilkins, asked the Marine Board to help him answer the question, “What could and should the response be and how can it be implemented in the aftermath of a terrorist attack that closes one or more U. S. Ports?” SupSalv provided the Marine Board with funding and a



RADM MALCOLM
MACKINNON, III

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www.mammoetsalvage.com

Soundings

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

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scenario that postulated the closing of the Ports of Houston and New Orleans simultaneously by terrorist attacks. The Houston Ship Channel was closed by the collision of a Norwegian Cruise Line ship with 2000 plus passengers on board and a chemical tanker hijacked by the terrorists. A suicide small boat loaded with explosives provided the final blow, a.k.a., the *USS COLE*. The Mississippi River was shut down at Southwest Pass by a tug loaded with fertilizer and diesel oil exploding ala Oklahoma City in contact with a product tanker.

A two-day workshop was held with the assistance of the American Salvage Association (ASA) in lining up the proper attendees. The report of that workshop was published and is available from the Marine Board, "Marine Salvage Capabilities: Responding to Terrorist Attacks in U. S. Ports." One of the major findings of that workshop was the difficulties in interagency cooperation. When hurricanes Katrina and Rita hit the New Orleans and Houston areas one year later, SupSalv was clearly better prepared to handle the interagency aspects of the recovery because of the workshop.

One of the unanswered questions from that workshop was how would the recovery be handled if West Coast ports were involved? Captain Wilkins' successor, Captain Rich Hooper, sponsored a follow-on workshop in 2008. The scenario he provided closed the ports of Los Angeles and Long Beach. The main channel of the Port of Los Angeles was blocked by a container vessel sunk by explosives detonated on board, also causing collateral damage. The Long Beach entrance channel was blocked by a private plane intentionally crashing into a car carrier which rolled and sank. As in the New Orleans/Houston workshop, interagency cooperation was a key factor. Additionally, the long pole in the clearance schedule was mobilizing the heavy lift capability lacking on the West Coast. This required clever work-arounds to keep the Southern California economy working. A report is available from the Marine Board and is titled, "Maritime Disaster Workshop: Response to and Recovery from Channel Closures at the Ports of Los Angeles and Long Beach."

Other areas that are being studied or are under consideration include:

- Offshore Wind Energy Platforms
- Climate Change and Ships, Increasing Energy Efficiency (with SNAME)
- Risk of Vessel Accidents and Spills in Cook Inlet, Alaska
- Understanding the Issues Relating to Piracy Countermeasures
- Opening the Arctic to Shipping: Navigation Aids, Search and Rescue, Response to Accidents and Oil Spills
- The Economics of Deepening Navigational Channels in Ports and Waterways
- Naval Engineering in the 21st Century

The Board is made up of 20 individuals experienced in wide ranging segments of the maritime world. They serve three-year terms. Members of the current Board include individuals from the following areas:

- U. S. Navy—Former Chief Engineer of the Navy
- U. S. Coast Guard—Former Vice Commandant
- Commercial Shipping—Senior Vice-President of Maersk Sealand who was involved in negotiations with the Somali pirates who hijacked the Maersk Alabama
- Shipbuilding—President of NASSCO, San Diego
- Port Operations—Executive Director, Virginia Port Authority; Director of Transportation for Portland, Maine
- Offshore Oil and Gas—Structural and Offshore Advisor, BP America.
- Naval Architecture—President, C. R. Cushing and Co. Inc.
- Academia—Dean, School of Engineering and Science, Stevens Institute of Technology; Professor of Civil Engineering, Johns Hopkins University; Director, School of Marine Affairs, University of Washington
- Waterways, Inland Ports—Director, Tulsa Port of Catoosa

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- Passenger Ferry Operation—President and CEO, Hornblower Marine Service.
- Arctic Operations and Conditions—Former Chair, U. S. Committee on Arctic Research
- River Pilots—Pilot, Crescent River Port Pilots Assn. (New Orleans).
- Counterterrorism and National Security Studies—Senior Fellow, Council on Foreign Relations

In responding to requests for advice, the Board has several options. It can perform a full fledged policy study, by forming a committee of pertinent experts, resulting in a report that must be peer reviewed. It can conduct workshops and report on them in a relatively informal fashion, such as the two covering recovery from terrorist attacks on ports discussed above. It can sponsor symposia, meetings and other activities.


The Marine Board also:

- Reviews research and the state-of-the-art in engineering, economics, operations policy, technology and other aspects related to water transportation and marine-related industries.
- Projects future needs for and capabilities of multidisciplinary research and education relating to water transportation and marine-related industries.
- Fosters communication and knowledge among members of the professional community in the United States on national and international maritime issues.

It is the intent of the Marine Board to remain engaged with the Salvage Industry in the United States and abroad, assisting as necessary in addressing relevant issues as they arise in the 21st century.

To obtain copies of Marine Board reports, visit <http://trb.org/Finance/Public/Bookstore.aspx>

RADM MacKinnon retired from the Navy in July 1990, his last assignment as Chief Engineer and Vice Commander, Naval Sea Systems Command. Since then and until 2008 he has been Managing Member of MSCL, LLC, providing technical consulting services world-wide to the military and commercial maritime industry.

A member of the National Academy of Engineering, he has served as the Chair of its Marine Board, and the Cosmos Club of Washington. He is a past Vice President of both the Society of Naval Architects and Marine Engineers and the American Society of Naval Engineers. 

President's Message

BY MAURICIO GARRIDO
President, American Salvage Association

The 10-Year Report Card

This June, our Association will turn 10 years old! Time flies and despite the regulation and liability landscape surrounding our industry, salvage continues to be a lot of fun. I urge each and every one of you to reflect upon ASA's accomplishments as they are true evidence of our commitment to the mission and objectives we initially set course for. Nine competing salvors were forward thinking enough to see the benefit of a common front not only to promote professional salvage in North America, but also to support the OPA-90 regulatory process by educating the Coast Guard about the intricacies of marine salvage.



The OPA-90 salvage regulations born 17 years ago, which led to the creation of the ASA in 2000, are yet to be finalized. Interestingly enough, the Coast Guard has held true to the statement below, given by Admiral Henn during OPA-90 Congressional hearings of February 15, 1993, just one day before the very first Contingency Plan (now called VRP) compliance deadline:

"I would like to close by saying the Coast Guard has been aggressively implementing the provisions of OPA 90. While we have been criticized in some quarters for taking too long to get regulations on the street, the Coast Guard feels that it is critical to do the job right and do it right the first time. To do the job right requires both accurate information on which to build the regulations and a balanced public

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review process. Developing the information basis and involving the public in the rulemaking process requires time, but I believe it is time well spent.” -- Admiral Henn

The ASA should be proud of its positive contribution to the regulators in the process of launching realistic and achievable regulations. More importantly, we should not forget that in these 17 years, our industry has responded and indeed, gotten the job done.

Throughout the past 10 years, our Association has continued to gain momentum and achieve key milestones for the improvement of marine casualty response and environmental protection in North America. An ever-increasing membership roll, coupled with an increased operational efficiency, this “lean and mean” group of salvors has created a new chapter.


ASA members helped evacuate people and later, debris from the devastation that was the site of the World Trade Center after 9-11. ASA again came together during Katrina and members were responsible for helping the Coast Guard achieve the prompt reopening of the Mississippi River and accomplish the bulk of the salvage and wreck removal operations offshore and inland. Our members responded to hundreds of marine casualties in the aftermath of Hurricanes Rita and Ike. More recently, ASA members mobilized to earthquake stricken Port Au Prince to help in clearing the harbor and assist in the restoration of port operations.

Our relationship with the USCG continues to be greatly enhanced by the ASA’s Salvage Training Program which has served more than 500 U.S. Coast Guard personnel. Similarly, our Quality Partnerships both with the USCG and NOAA have also helped both sides break down barriers and streamline the process of “getting to the issues” with direct face-to-face discussion.

On the environmental front, our Association should take credit for serving as a catalyst in raising awareness in Congress and within the maritime community in general on the latent threat of oil contained in submerged wrecks throughout the coastal zones of North America. The Wreck Oil Removal Program (WORP) belongs in that special category of “win-win” causes which our government should endeavor to find and support as all sides of the equation

benefit. Removing oil from a sunken wreck protects the environment, the local community, supports the industry, and makes the best use of taxpayer’s dollars as the cost of removal is considerably lower than cleaning the oil off impacted wildlife and shorelines.

Internally our ASA continues to mature and strengthen its ranks to ensure durability. The growth of our Associate membership, our new Technical Committee and the implementation of outreach initiatives to develop future salvors will help us concentrate our efforts in staying true to our Mission.

It’s been a great decade. Let’s keep up the good work! 

From the Editor

BY DEBRA COLBERT
Managing Editor - *Soundings*

As ASA celebrates its 10th anniversary next month, it is interesting to think back to 2000 and realize how much the world has changed.



DEBRA COLBERT

According to the *Huffington Post*, here are some things that have become obsolete over the last decade: dial-up internet, encyclopedias, CDs and CD players, land-line phones, film and film cameras, Yellow Pages and address books, handwritten letters and catalogues, non-electronic voting machines and the hanging chad.

Here are a few of the villains we came to know over the last 10 years: Al-Qaeda, Taliban, Saddam Hussein, Enron, Jack Abramoff, Bernie Madoff, along with some of the well known good guys too: J.K. Rowling, New York City firefighters during 9-11, Princess Diana, Margaret Thatcher, Captain Sully.

Some disasters to recall over the last decade: *Westchester* tanker spill (2000), September 11, 2001, *Prestige* oil spill (2002), Space Shuttle Columbia explosion (2003), *M/V Selendang Ayu* (2004), Hurricane Katrina (2005).

And some great events too: the “green” movement, living longer, Coast Guard Salvage and Marine

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Firefighting regulations, the Wreck Oil Removal Program, casual Fridays, luggage on wheels.

Lots of things have changed in our world since Y2K and while ASA has certainly grown since its beginnings, its mission has remained the same: to provide an identity and assist in the professionalization of the U.S. marine salvage and firefighting response in order to improve marine casualty response in North American coastal and inland waters.

Congratulations on the anniversary of your founding, American Salvage Association, and to the members who are proudly serving the marine salvage industry and the nation, we thank you! 🗣️

ASA Safety Mission Posted

Members of the American Salvage Association are encouraged to ensure safe execution of salvage/wreck removal projects. The inherent differences and unforeseen difficulties attendant to any marine casualty compared with general marine activities such as towing, construction, transportation, and subsea work, place salvage in an extraordinary position within the maritime industry.

The ASA considers safety one of the primary and identified goals of any marine salvage or wreck removal operation. The objectives of any salvage operation should include: ensuring safety ashore and at sea; preventing human injury and loss of life; avoiding damage to the marine environment; and preservation of property. In order to accomplish these objectives:

- ASA members are encouraged to comply with appropriate domestic and international safety regulations while recognizing the unique and sometimes risky nature of marine salvage;
- ASA members are encouraged to recognize various industry safety standards and use a best endeavors standard to comply with them in promoting a safety culture;
- ASA members are encouraged to participate and cooperate in safety of operations by

adhering to their own company safety standards for the well being of their employees, customers, authorities and visitors. ASA members are also encouraged to promote the notion of individual responsibility for safety;

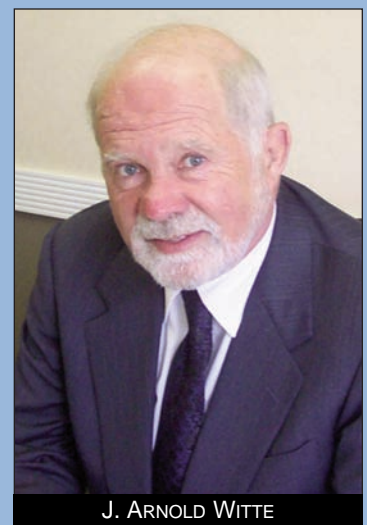
- ASA membership requirements include qualification through proven experience and recognition that salvage operations involve a wide range of risks. Members are encouraged to make every effort to minimize risks to an as low as reasonably practicable level;
- ASA members are encouraged to promote the use of risk assessment and management of change techniques to adapt to risk;
- ASA members are encouraged to recognize that their industry is subject to changes over time and therefore ASA encourages all members to participate in safety developments by making suggestions to improve current practices whenever necessary to promote safety.

See www.americansalvage.org/safetystan.htm 🗣️

First ASA President Salutes Association on 10-year Anniversary

“As ASA views its 10th year, I have a fond recollection of my time served as the first President of the organization. Reflecting on the start, it was never contemplated that we would have the success and expansion that has occurred during the past decade. I am very proud to have been a part of the initiation of a cooperative as well as successful American salvage industry.”

- **J. Arnold Witte**,
Founding President
American Salvage Association
2000-2003



J. ARNOLD WITTE

CONGRATULATIONS, ASA!



DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND
1333 ISAAC HULL AVE SE
WASHINGTON NAVY YARD DC 20376-0001

IN REPLY TO:

4700
Ser 00C/0022
19 April 2010

From: Commander, Naval Sea Systems Command (00C)
To: American Salvage Association (ASA)

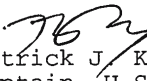
Subj: ON THE OCCASION OF THE AMERICAN SALVAGE ASSOCIATION'S
10TH ANNIVERSARY

1. This June, the American Salvage Association (ASA) will celebrate the 10th anniversary of its founding. In the past decade, ASA has grown from a collaboration of a few commercial salvors into a large trade association that represents an entire industry. With more than 80 members of various categories, and key contacts in the maritime salvage business, ASA provides support to both the U.S. Coast Guard and U.S. Navy.

2. As I have mentioned previously in the *Soundings* newsletter, during the period that ASA has been growing, fiscal constraints have caused the U.S. Navy to reduce our own salvage capability. Fewer salvage ships and divers, with no concurrent reduction in our salvage missions, implies the potential for greater Navy reliance on commercial salvage assets. Consequently, the Navy needs commercial salvors to be able to quickly mobilize to any location, hostile or benign, to conduct salvage and marine pollution abatement operations in support of our global military presence.

3. I look forward to a continued strong working relationship between the U.S. Navy and ASA.

Very Respectfully,


Patrick J. Keenan
Captain, U.S. Navy
Supervisor of Salvage and Diving
Director of Ocean Engineering

UPCOMING EVENTS

	<p>May 18 National Maritime Day National Press Club Washington, DC</p>	<p>May 25-27 2010 Ocean Tech Expo Newport, RI www.oceantechexpo.com</p>	<p>September 23-24 Global GreenShip Conference Washington, DC www.marinelog.com</p>
	<p>November 1, 2010 ASA Fall Membership Meeting MITAGS Baltimore, MD www.americansalvage.org</p>	<p>November 9-10 Ferries 2010 Conference Seattle, WA www.marinelog.com</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



ABS Marine Casualty Response, Inc.
Houston, TX USA
Tel: (281) 877-6236
www.eagle.org



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Spotlight on Mammoet Salvage Americas, Inc.



Mammoet Salvage is a rapidly growing full-service provider in the global market for maritime services, opening a new office in Rosharon, Texas this past January. Mammoet Salvage Americas, Inc. focuses on salvage needs in North and South America and Antarctica. The group's core activities include emergency response, wreck removal, port clearance, cargo recovery, deep sea special projects, underwater and deep sea oil/liquid cargo removal (down to 3000m), environmental protection, design and rental of specialized equipment, and engineering and salvage consultancy and project management.

Mammoet Salvage is part of the Mammoet group of companies, a specialist in engineered heavy lifting and multimodal transport solutions. Mammoet's maritime expertise covers two

centuries. After the successful salvage of the Kursk nuclear submarine in 2001, Mammoet formed a new salvage company and Mammoet Salvage began its operations in 2006. Since opening its new office, Mammoet Salvage Americas has successfully completed its first project with the refloating of the bulk carrier, *Yue Dian 82*, which was aground off Buenos Aires.

Safety comes first in all aspects of Mammoet's activities. Mammoet maintains an effective and highly respected Safety, Health, Environment and Quality Program which leaves nothing to chance.

EDITOR'S NOTE:

Welcome to Mammoet Salvage, ASA's newest General Member.

Meet the ASA Membership

General Members



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



Associated Marine Salvage, Inc.
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www.mammoetsalvage.com



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Tel: (313) 849-2333 (24 Hours)
www.marinepollutioncontrol.com



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



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Sausalito, CA USA
Tel: (800) 464-3010 (24 Hours)
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Resolve Marine Group
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www.resolvemarine.com



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www.smit.com



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



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



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



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



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

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.