Annex E – Salvage and Marine Firefighting Plans

Plans Are Being Updated

SALVAGE RESPONSE PLAN (SRP)

FOR

USCG Sector Delaware Bay

Record of Changes

Change Number	SRP Section # and Page or Attachment	Change Date	CPS Entry Date	Change Entered By
01	SRP Approved Bay Captain Theel	02 Feb 23		Todd Wardwell
02	Minor Grammar Edits	06 Mar 23		Todd Wardwell
03	VRP Express Inst Changed	10 Mar 23		Todd Wardwell

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REFERENCES

(a) Assessment of the U.S. Marine Transportation System: A Report to Congress, U.S. Department of Transportation (DOT), September 1999
(b) Security and Accountability for Every Port Act of 2006 (SAFE Port Act), Public Law 109-347
(c) Navigation and Navigable Waters, Maritime Security: Area Maritime Security, 33 CFR § 103.505
(d) COTP Zone *USCG Sector Delaware Bay* Area Maritime Security Plan (AMSP)
(e) COTP Zone *USCG Sector Delaware Bay* Area Contingency Plan (ACP)
(f) COTP Zone *USCG Sector Delaware Bay* Marine Transportation System Recovery Plan (MTSRP)
(g) Department of Homeland Security, National Response Framework (4th Ed. 2019)
(h) Strategy to Enhance International Supply Chain Security, Department of Homeland Security (DHS), July 2007
(i) U.S. Coast Guard Incident Management Handbook (IMH), COMDTPUB P3120.17 (series)
(j) Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. § 5121 *et. seq.*, as amended
(k) Navigation and Navigable Waters, Department of the Army, Corps of Engineers, Removal of Wrecks and Other Obstructions, 33 CFR part 245
(l) Salvage and Marine Firefighting; 33 CFR part 155, subpart I
(m) Navigation and Navigable Waters, Marking of Structures, Sunken Vessels and Other Obstructions, 33 CFR part 64
(n) Navigation and Navigable Waters, Jurisdiction, 33 CFR § 2.36
(o) Interagency Agreement (IAA) between the United States Navy and the United States Coast Guard for Cooperation in Oil Spill Clean-up Operations and Salvage Operations dated 15 SEP 1980
(p) Memorandum of Agreement (MOA) between the Department of the Army Corps of Engineers and U.S. Coast Guard, October 2012
(q) Risk Management (RM), COMDTINST 3500.3 (series)
(r) Memorandum of Agreement (MOU) between the USCG and the American Salvage Association, December 2022
(s) USCG OES Policy Letter for Commercial Diving Operations, Feb 2020

SECTION 1: INTRODUCTION

The Salvage Response Plan (SRP) provides an all-hazard, post-incident framework for salvage response activities to facilitate the recovery of the MTS. In compliance with references (a), (b) and (c), this plan provides notional objectives, procedures, and localized resource information to support the clearing of the port navigation systems and enable the resumption of maritime commerce. These references and this plan do not create any new COTP, FMSC, or FOSC authorities or funding sources. Salvage operation planning and mission execution must occur within the constraints of existing law and policy.

A. PURPOSE: Per references (d), (e), (f), (g), and (j), the SRP anticipates the establishment of an Incident Commander (IC)/Unified Command (UC) under the National Incident Management System (NIMS) protocols and the use of a common salvage response coordination framework for all forms of marine casualties resulting in the disruption of the MTS. This plan incorporates coordination activities in a pre-incident environment between the Area Maritime Security Committee (AMSC) and/or the Area Committee (AC) for response to discharges of oil or the release of hazardous substances into the marine environment. The SRP does not preclude the advice or support of other advisory bodies in a pre-incident preparedness or post-incident prioritization advice in support of the IC/UC.

B. SCOPE: The SRP does not provide detailed guidance on every potential salvage response operation that may occur. Factors such as vessel type, vessel location, cargo, regulatory requirements, and fuel/cargo amounts all have a significant impact on a coordinated, effective salvage response. Using basic scenarios to establish context for the SRP scope, this plan will provide limited guidance, recommended objectives, and salvage operations that fall into four general categories:

1. Responsible Party (RP)-Led Salvage Response Operations under OPA-90/Comprehensive Environmental Response Compensation and Liability Act (CERCLA).
2. USCG-Led Salvage Response Operations under OPA-90/CERCLA.
3. RP-led Salvage Response Operations with **no** OPA-90 applicability.
4. No RP and **no** OPA-90/CERCLA applicability.

Scenario 1: [**Container Ship hits Commodore Barry Bridge:** *RP-Led Salvage Response Operations under OPA-90/CERCLA.*

Scenario 2: [**Tank Vessel grounds near Hog Island while under tow**] *USCG-Led Salvage Response Operations under OPA-90/CERCLA.*

Scenario 3: **[Windfarm construction barge grounds off Reedy Island]** RP-*led Salvage Response Operations with no OPA-90 applicability.*

Scenario 4: ***[Scrap Barge Sinks in Anchorage #5 With No P&I]*** *No RP and no OPA-90/CERCLA applicability].*

[Scenario 1]: The M/V ANYVESSEL, a 800' Post-Panamax vessel with 6,000 containers allided with the Commodore Barry Bridge port side-to. The vessel suffered a breach of the #1 and #3 port voids and is hard aground on the rip-rap footer around the bridge pier. The vessel is presently occupying most of the channel on both the PA and NJ state lines and obstructing the navigable channel. Several containers have dislodged from their guides with an unknown number of containers in the water and numerous containers are in an unstable condition on the port side. There is a report of a sheen at the site of the allision with an unknown amount of oil discharged into the navigable waters. Potential impacts from this allision and basic response strategies include:

- Disruption of petroleum and refinery capacity will be curtailed around Marcus Hook and stopped at Paulsboro NJ. This will immediately necessitate a full MTS for the duration of the river closure. In addition, District/Area/HQ/DHS briefs will be required as indicated by past incidents. Possible POTUS situation briefs can also be expected.
- Concern for perishable refrigerated cargo on this and other vessels will become a high priority with emphasis from the State Port Authorities, Vessel Agents and Facility Managers on port status reporting and prioritization of vessels entering and departing the port. This could create a large quantity of demurrage claims that may need to be validated by USCG or IC/UC officials.
- The monetary loss and potential demurrage loss of revenue within the State of PA, NJ and anchorages in DE will develop rapidly creating a major marine incident and necessitating a call to all 3 governors and notifications to all 3 state EOC's and the EOC in Philadelphia
- Full notifications will be made to DBRC, PennDot, NJDOT, US DOT for any potential bridge damages or inspections to infrastructure damages that may have occurred due to the allision.

Based on the vessel size, type, and amount of fuel, the provisions of the VRP Geographic Specific Annex for Marine Firefighting and Salvage are applicable to this incident. The COTP/FOSCR will initiate the establishment of a UC with the Vessel Owner/Operator, NJDEP, PADEP, DNREC, and the Owner-Operator's Salvage Response Provider (QI/Plan Holder) at a location TBD. The COTP will coordinate with the QI and Salvage Response Provider on an initial risk assessment of the vessel and provide essential information to the USCG SERT. Because of the anticipated oil spill response and potential long-term salvage operation, the COTP, as FOSC, will access the Oil Spill Liability Trust Fund (OSLTF) to fund additional expert resources including the NSF, SERT, and USN Supervisor of Salvage (SUPSALV) to develop an initial IAP and to review the initial submission of a SRP. Additionally, the COTP will initiate a Marine Casualty Investigation and coordinate all investigative activities within the construct of the IMT. Based on the potential for an extended disruption of the MTS, an MTS Recovery Unit was established within the IMT to guide the development of port impact reports using the Common Assessment and Reporting Tool (CART), port and vessel priorities, and develop courses of action (COAs) to resume movement of commercial traffic.

Based on the vessel size, type, and amount of fuel, the provisions of the VRP Geographic Specific Annex for Marine Firefighting and Salvage are applicable to this incident.

An Incident Command was established at Sector Delaware Bay with the following initial response objectives considered:

- Ensure the safety of the vessel crew, responders, and public health/safety.
- Ensure an incident specific Regional Response Team Call (RRT2/3) for environmental concerns is made and regular updates are made.
- Determine the salvage service provider for the vessel. Ensure initial assessments of all vessel systems are conducted and identify how the provider will meet the timelines for personnel and equipment to Sector Delaware Bay.
- Notify CG SERT to stand by for additional information and prepare to coordinate with vessel salvage representatives on vessel stability concerns and the development of an incident specific salvage response plan.
- Activate a Salvage Branch under the Operations Section to coordinate all salvage-related actions including the initial structural and stability assessment and coordinate with CG SERT to review the submission of an incident specific salvage response plan.
- Activate a MTSRU to identify impacts to the MTS and coordinate appropriate actions
- Access the Oil Spill Liability Trust Fund for the purpose of activating and funding Special Forces to support response efforts including the NSF, SERT, NOAA Scientific Support Coordinator, and to provide funding for local agency support as requested by the FOSC.

During the initial Incident/Unified Command meeting, clear lines of effort were established to be further refined with the submission/approval of an incident specific salvage response plan and development of an Incident Action Plan. These lines of effort include:

- The RP/QI will formally activate their pre-determined salvage contractor to meet the planning standards established by 33 CFR Part 155 Subpart I.
- COTP will issue a COTP Order to the RP/QI to require the development of a salvage plan for review/approval prior to taking any actions beyond initial stabilization. The COTP Order will include the requirement to develop a plan based on salvage phases beginning with initial stabilization efforts and temp repairs; vessel stability; lightering; movement of the vessel into port; submerged operations for assessment and location of containers; and final disposition.
- CG SERT work within the Salvage Branch and will coordinate directly with the salvage service provider on all vessel stability calculations and development of an incident specific salvage plan.
- An Environmental Response Branch under the Operations Section will be activated to manage all oil spill response activities.
- USACE and NOAA Underwater Survey Teams will work under the direction of the Salvage Branch to conduct underwater surveys to identify location of any sunken containers.
- The salvage service provider will identify an appropriate staging area for incoming equipment and designate/source a staging area manager.
- The salvage service provider will provide all required safety personnel as needed by the specified operations such as diving, underwater hazmat recovery, underwater welding, lightering, etc.

Salvage Response Plan content essential to this scenario:

1. INITIAL ASSESSMENT GUIDANCE
2. DETERMINATION OF OPA-90 APPLICABILITY
3. IDENTIFICATION OF SALVAGE SERVICE PROVIDER
4. INCIDENT/UNIFIED COMMAND ORGANIZATION
5. SALVAGE RESPONSE PLAN GOALS AND OBJECTIVES
6. SERT RAPID SALVAGE SURVEY FORM
7. SALVAGE PLAN REVIEW GUIDANCE
8. EMERGENCY LIGHTERING CHECKLIST

[Scenario 2]: The T/V Mothballs grounded while being towed towards the Philadelphia Ship Repair Dock facility. The T/V allided with several underwater pier structures (abandoned) IVO Hog Island when the towing vessel lost propulsion and control of the T/V. The T/V which had minimal fuel onboard suffered a rupture of the #1P tank resulting in the loss of 2K bbls of #2 diesel as well as extensive damage to the keel plates and ballast tanks of the forward port side. The T/V is heavily grounded and may be "fetched up" on several underwater pilings. As the tide was going out when the vessel struck the internal damage may be extensive. The T/V was not currently in service and was being brought to Philadelphia as part of the new Tanker Security Program (TSP) to refit the vessel for national defense readiness. At present the vessel is NOT owned or operated by MARAD but a 3rd party who does not have a VRP or COFR. All tanks onboard were slated to be "stripped" and inerted in addition to full fuel tank surveys. Congealment of low sulfur diesel fuels due to long term storage of the vessel did not allow the tanks to be drained prior to departure.

COTP set up a safety zone around the affected vessel and spill using small boats from USCG Station Philadelphia. Waterways Management (WWM) was then briefed and potentially updated port conditions and issued a BNTM based on the issued safety zone. Sec Del Bay then dispatched personnel from the Prevention and Response Departments to conduct an initial structural assessment, pollution response investigation, and notified all appropriate stakeholders including MARAD as the potential future vessel operator and PA DEP, NJ DEP, US EPA, US ACOE. The initial on-site vessel assessment measurements and observations were obtained by Marine Inspectors from the Sector Prevention Department and relayed to the USCG-SERT. The COTP accessed the OSLTF to fund the travel and support of expert salvage/oil spill response organizations including the NSF, SERT, SUPSALV, National Oceanic & Atmospheric Administration (NOAA) Scientific Support Coordinator (SSC), in addition to funding State and local government agency support.

The FOSC issued an Administrative Order under OPA-90 to the Owner/Operators of the towing vessel/vessel owners after being designated the RP, to take appropriate actions in accordance with OPA-90 to respond to the oil discharge and take all necessary steps to initiate salvage response operations. In the interim, the COTP/FOSC coordinated with the National Pollution Funds Center to activate a professional salvage company using the OSLTF to respond and conduct salvage operations under the direction of the USCG and

conduct oil spill removal operations. The initial direction to the salvage provider was to dispatch a Salvage Master to the scene within 12 hours and coordinate with SERT/NSF to develop an initial salvage plan for the FOSC approval. A UC was established at the Sector with the USCG and NJ/PA State DEPs as the UC. The initial salvage-specific objectives included:

- Coordinate with SERT on a complete structural analysis/stability calculation.
- Develop submerged plans to include ROV/Divers to conduct underwater assessment of the hull.
- Activate a MTSRU to identify impacts to the MTS and coordinate appropriate actions
- Develop a Lightering Plan IAW local requirements to remove all petroleum product from the damaged barge and lighter to an appropriately certified vessel.
- Identify all required equipment, including location and estimated time to arrive on scene for all equipment necessary to conduct lightering operations, submerged operations, and any heavy lift/towing equipment essential to execute the required missions.
- An Environmental Response Branch under the Operations Section will be activated to manage all oil spill response activities per the Area Contingency Plan.

During the initial Unified Command meeting, clear lines of effort for UC membership were established to be further refined with the development of the Incident Action Plan. These lines of effort include:

- CG SERT will coordinate with the salvage contractor on the development of the required incident specific salvage plan.
- The salvage contractor will establish a central staging area and identify a Staging Manager to prepare for the arrival of all support equipment.
- MTSRU will be stood up for the duration of the incident with a reporting schedule as agreed by both internal and external members of the port community.
- The NOAA SSC will provide a multi-tide cycle trajectory analysis for the discharge of oil and work with all stakeholders to ensure that proper plans and notifications are made in accordance with the ACP.
- The FOSC, NSF, BOA Contractor, and STATE DEP will identify the Environmentally Sensitive Areas and initiate booming IAW the booming strategies in the Area Contingency Plan
- The NSF will provide Site Safety for all field operations to include air monitoring technical support to the FOSC as well as on-scene support for SERT personnel.

Salvage Response Plan content essential to this scenario:

1. INITIAL ASSESSMENT GUIDANCE
2. DETERMINATION OF OPA-90 APPLICABILITY

3. IDENTIFICATION OF SALVAGE SERVICE PROVIDER

4. INCIDENT/UNIFIED COMMAND ORGANIZATION

5. SALVAGE RESPONSE PLAN GOALS AND OBJECTIVES

6. SERT RAPID SALVAGE SURVEY FORM

7. SALVAGE PLAN REVIEW GUIDANCE

8. EMERGENCY LIGHTERING CHECKLIST

9. APPENDIX D. SUPPORTING FORCES ACTIVATION
(NSF, SUPSALV, NOAA, ERT, SMART)

> **[Scenario 3]**: The 200-foot Wind Farm Construction Barge under tow with the McClane Brothers Tug Celia was departing the Salem County Wind Farm Construction Pier after loading wind generation tower parts and it ran aground on Reedy Island partially blocking the edge of the main ship channel. The list of the barge has toppled one of the generating structures over the portside with others threatening the stability of the vessel. As the weather and wind worsens in the lower bay there is a potential that the barge could capsize if is not quickly stabilized. The cargo is not a regulated hazardous material and has no petroleum component. Compliance with the VRP Geographic Specific Annex for Salvage and Marine Firefighting is not required of the Owner/Operator but not due to the cargo type. The COTP issued a COTP Order to the Owner/Operator of the barge to take specific actions regarding the status of the barge, obstruction of the channel, removing the missing fallen towers, and plans for the remaining cargo. The COTP Order further required the submission of any vessel assessment information and development of a salvage plan to be submitted to the COTP for approval prior to initiating any operations. The Owner/Operator contracted with a nationally recognized salvage and diving organization to lead the response. The COTP activated a UC with the Owner/Operator representative, DE, PA, NJ Department of Environmental Protection, and the USCG COTP as the UC. A Salvage Branch under the Operations Section was activated as part of the IMT with tasking to coordinate with SERT on any Salvage Plan review, providing recommendations for action to the UC, and The USCG Sector dispatched marine inspectors to provide essential measurements and photographs to the USCG SERT for development of initial stability calculations. SERT has also coordinated with the Salvage Response organization for the transfer of vessel plans and coordination of stability calculations. Based on the potential for an extended disruption of the MTS, an MTS Recovery Unit was established within the IMT to guide the development of port impact reports using CART, port, and vessel priorities, and develop COAs to resume movement of commercial traffic.

Potential impacts or issues because of this grounding include:

- Potential disruption of the MTS from a grounded vessel near the main navigable waterway.
- Environmental damage from an unregulated cargo (No OPA-90 or CERCLA authorities)
- Possible large-scale public affairs event and heightened local government concerns.
- Lack of authority to compel or assume control of salvage operations due to the vessel type, cargo, and location.

Sector Delaware Bay dispatched small boats from STA Philadelphia and STA Fortescue with a FOSC Representative and marine inspectors to establish a temporary Safety Zone, conduct a topside assessment of the barge, document the location and status of the barge, and evaluate the rate/extent

of the cargo plume in the water. Immediate notification of the incident was via VHF Broadcast and direct contact with the Sangria River Bar Pilots. A Port Coordination Team call was arranged with all parties notified via AWS. NJDEP, PADEP and DNREC was notified and requested to respond as part of a Unified Command with a focus on state concerns with the cargo and state bottom land concerns.

The Captain of the Port issued a Captain of the Port Order to take all necessary actions to maintain the current location of the barge and provide a detailed incident specific salvage plan for review and approval that includes:

- Details on how the barge location will be maintained including size/type of vessels or proposed anchoring configuration.
- Plan to identify the location of the submerged cargo hatches and detailed plan to conduct recovery operations.
- Conduct a complete structural assessment, including submerged assessment, to identify the extent of any hull damage. All applicable measurements are to be shared with CG SERT to support development of an incident specific salvage plan to include cargo lightering options and disposition of the remaining cargo.
- Identify any support vessels necessary to affect hatch recovery, temporary hull repairs, and salvage operation support including the resource location, time to arrive on scene, and applicable certification.

Sector Delaware Bay established a Unified Command with the CG FOSC, State of PA, NJ, DE, and the Barge Owner/Operator as the Unified Command membership. The following initial response objectives were established:

- Ensure the safety of the first response and assessment teams.
- Ensure and mitigate any threats to the public health/welfare.
- Secure the vessel to prevent potential for impacting the navigable waterway and sufficiently light the vessel for night/low visibility periods.
- Conduct a complete topside structural assessment, conduct a complete inventory of all coal ash products onboard and location, and provide essential results to CG SERT to develop a stability analysis and lightering plan.
- Require the development of a phased incident specific salvage plan to include initial actions, submerged operations if required, development of a vessel stabilization and lightering plan, temporary repairs essential to refloating the vessel, and a vessel transit plan.

A Salvage Branch under the Operations Section was activated as part of the IMT with the task of coordinating with SERT on the Incident-Specific Salvage Plan development/review and providing recommendations for action to the UC.

During the initial Unified Command meeting, clear lines of effort for UC membership were established to be further refined with the development of the Incident Action Plan. These lines of effort include:

- CG SERT will coordinate with the salvage contractor on the development of the required incident specific salvage plan.
- The salvage contractor will establish a central staging area and identify a Staging Manager to prepare for the arrival of all support equipment.

- The NOAA SSC will provide a multi-tide cycle trajectory analysis for the cargo and provide a material hazard analysis.
- The Responsible Party will provide PA, DE, NJ Department of Environmental Protection with a complete material analysis and develop a water column/bottom sampling plan for approval to identify the extent of the cargo sediment discharge.
- A MTSR Branch will be activated to coordinate the assessment of salvage operations on commercial activity and develop mitigating recommendations to the Unified Command along with the Port Coordination Team.

Salvage Response Plan content essential to this scenario:

1. INITIAL ASSESSMENT GUIDANCE
2. DETERMINATION OF OPA-90 APPLICABILITY
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   (NSF, SUPSALV, NOAA, ERT, SMART)

[Scenario 4]: A small "mom and pop" towing company was bringing a scrap metal barge of approximately 120 feet up the Delaware River to a small scrap metal facility near Bordentown, NJ. The tug had barely sufficient horsepower to manage the barge and with inclement weather was unable to maintain the tow. The tug reported this to the USCG on channel 16 and to save their vessel the towline to the barge was cut. The scrap barge then allided with the stonework on Pea Patch Island before sinking at the north end of Anchorage #5. The barge was unregistered and uninsured. The tug owners have only minimum liability insurance and cannot raise the barge. The scrap cargo was fully inspected in New York and found to be completely free of all petroleum products and had no hazardous materials onboard. The COTP notified the Del Bay pilots, towing vessel operators, and issued urgent marine broadcast to caution all vessel movements within 1 mile of the sinking location. Having no nexus with OPA-90 or CERCLA and no owner/operator, the COTP is limited in the legal and financial authority to initiate a salvage response operation. The COTP initiated the development of a UC with the USCG, USACE, and NJ DEP as the lead agencies. Based on the location of the vessel, any prolonged port closure will significantly impact vessel movements, vessel anchoring operations, shipment of essential fuels, and shipment of essential cargoes to US ports and European LPG essential markets. The COTP requested the support of the municipal emergency services, ACOE and NOAA to utilize side-scan sonar equipment (purchased using Port Security Grant Program funds) to provide an initial assessment. The COTP has

requested the USACE initiate an emergency salvage contract to conduct salvage operations on the vessel as it threatens a navigable channel and is blocking use of a federal anchorage with no owner/operator and no capability to use OPA-90 or CERCLA funds.

Based on the vessel's derelict status without owner or operator, the provisions of OPA-90 requiring a Vessel Response Plan with a Geographic Specific Annex for Marine Firefighting and Salvage do not apply.

Potential impacts or issues because of this grounding include:

- Potential disruption of the MTS from a grounded vessel in the federal channel/anchorage.
- Possible large-scale public affairs event and heightened local government concerns due to the significant impacts on commercial vessel operations, tank vessel operations within the greater Sector Delaware Bay Port complex.
- Lack of a Responsible Party to compel compliance or actions and no authority or funding capability to conduct salvage operations.

The COTP established a Safety Zone near Anchorage #5, partially restricting all inbound and outbound vessel traffic greater than 100 Gross Tons. The COTP notified the Delaware pilots, towing vessel operators, and issued urgent marine broadcast to restrict/warn all vessel movements within ½ mile of the sinking location and restrict all anchoring operations at Anchorage #5. Having no nexus with OPA-90 or CERCLA and no owner/operator, the COTP is limited in the legal and financial authority to initiate a salvage response operation. In addition, due to the regulatory limitations the FOSC is unable to coordinate the use of Special Forces to provide site safety, public affairs, or incident management support.

The COTP initiated the development of a UC with the USCG, USACE, NJ DEP and NJ OEM as the lead agencies. The following initial response objectives were established:

- Coordinate with local municipal agencies to use available side-scan capabilities to identify the location and depth of the vessel.
- Establish an MTS Recovery Branch to identify all impacts to commercial operations and coordinate with the Port Coordination Team to develop alternatives or courses of action to resume limited or restricted movements if possible.
- Coordinate with the USACE to issue an emergency salvage contract to remove the obstruction from the navigable waterway to include a plan for the vessel final disposition.
- Coordinate support through the Del Bay MTSRU with all affected Port Authorities and Port Coordination Team to identify support pathways necessary to conduct salvage operations including submerged operation support, staging areas, crew transport, and emergency transport contingencies for salvage operations.
- Continue daily or as-needed Port Coordination Team calls to maintain full awareness of impacts to the Marine Transportation System.

Salvage Response Plan content essential to this scenario:

1. INITIAL ASSESSMENT GUIDANCE
2. DETERMINATION OF OPA-90 APPLICABILITY
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C. SALVAGE RESPONSE PLAN GOALS AND OBJECTIVES

General: The procedures in this SRP cover salvage preparedness planning up to the point at which incident-specific salvage response planning and operations are initiated. The plan also provides information on salvage resources or concepts that could be employed or considered during responses managed by the IC/UC. The Commander's Intent for all salvage operations will include or consider all five (5) core objectives below:

Objective 1. Support short-term MTS Recovery by implementing a flexible framework to plan for, arrange, and engage marine salvage response capabilities within existing authorities, policy, and funding, to clear the port navigation system sufficiently for maritime commerce.

Objective 2. Initiate salvage response assessments, planning, and coordination with pertinent stakeholders and salvage response providers, as soon as practicable following an incident.

Objective 3. Determine appropriate pathways for authorities, funding, and resources to conduct salvage response to reopen channels and access routes within waterways and connecting channels that support maritime commerce.

Objective 4. Identify salvage needs of MTS infrastructure salvage beyond the scope of this SRP and refer consideration for FEMA Mission Assignments (MAs) or long-term recovery support through Emergency Support Functions (ESFs) 1, 3 and/or 10, as appropriate.

Objective 5. Support marine salvage operations through the IC/UC structure.

D. ORGANIZATION

1. AOR:

The Delaware Bay COTP Zone is defined in 33 C.F.R. 3. 3.25-05 and depicted in the graphic below. The COTP Delaware Bay zone encompasses portions of three states (Delaware, New Jersey, and Pennsylvania). In general terms, it includes the New Jersey and Delaware Atlantic Coast from Long Branch, NJ to the Delaware/Maryland border out to 12 nautical miles, the entire state of Delaware, a majority of New Jersey, and the eastern portion of Pennsylvania. Based at Coast Guard Sector Delaware Bay, Philadelphia, Pennsylvania, the COTP, who also serves as the designated Federal Maritime Security Coordinator (FMSC), has jurisdiction over and responsibility for

maritime security and port safety for all federally regulated Marine Transportation System (MTS) facilities, terminals, and related activities in the port.

COTP Zone Overview:
The port is located along the Delaware River and Bay, which is approximately 120 miles long from the Atlantic Ocean to the northernmost facility, and includes marinas, bridges, and waterfront facilities. Delaware Bay is shallow along its northeastern and southwestern sides, and there are extensive shoal areas close to the main channel. The bay has natural depths of 50 feet or more for a distance of 5 miles above the Capes; thence Federal project depths of 45 feet to the upper end of Newbold Island, 110 miles above the Capes, thence 25 feet to the old Trenton Marine Terminal, 115 miles above the Capes, and thence 12 feet to the railroad bridge at Trenton. The port system also includes the Chesapeake & Delaware Canal (C&D Canal) with a maximum draft limitation of 33 feet, which provides access between the Delaware and Chesapeake Bays. Additional port systems include Big Stone Anchorage A, at the mouth of the Delaware River where lightering operations are conducted, the Christina River, Schuylkill River, and Salem River. In addition, along the New Jersey and Delaware shores are extensive river and bay marshes and environmentally sensitive areas.

1. **COTP Zone Overview-** The Delaware River port complex, consisting of the primary commercial ports of Philadelphia, Wilmington, and Camden, has a dynamic mix of vessel traffic and port facility operations. On average, 2,700 commercial arrivals a year. It's the 3rd largest port on the East Coast and 5th largest port complex in the U.S. The port serves as a major hub for the global intermodal transportation system, offering docking space for tanker, container, break-bulk, fishing, and passenger vessels, as well as over 500,000 pleasure craft. Waterfront facilities include fuel wharfs, container facilities, petrochemical facilities, liquefied hazardous gas, liquefied natural gas, dry

docks, pilots, and tug support. The greater port complex houses the largest warehousing solutions and storage areas with power hook ups for freezer/refrigerated containers anywhere in the entire United States. Deepening projects finished in 2021, making the Delaware River and pier-side depths at least 45ft to accommodate post-panamax vessels.

Port of Philadelphia, Pennsylvania within the municipal boundaries of Philadelphia, Pennsylvania is located near the navigable end of the Delaware River. The port is managed by Philaport, formerly known as Philadelphia Regional Port Authority and consists of a series of marine terminals, each with specialized capabilities. The 112-acre Packer Marine Terminal handles containers, steel products, frozen meat, fruit, heavy lift projects, and paper. Pier 84 is a dedicated cocoa products facility. The Forest Products Distribution Center at Piers 78, 80, and 74 handle newsprint, wood pulp, lumber, coated paper, and other forest products. Piers 96 & 98 handle containers, heavy equipment, and project trucks. RO/RO vessels now dock at portions of what used to be the old Philadelphia Navy Yard with ready access to parking lots for new light vehicles.

Port of Marcus Hook is located just outside the municipal boundaries of Philadelphia, PA. Marcus Hook primarily handles petroleum products and liquefied gas. The LPG facilities export more product via ship than any other port in the US.

Port of Salem is in Salem, NJ. Port of Salem, New Jersey has several terminal and wharf facilities for barges and container ships for bulk and breakbulk cargo, and shipping containers. Opened in 2022 the Salem County Windfarm Construction Pier has started staging and creating facilities to build very large monopile wind farm turbine structures. This facility also included a renovated pier which will facilitate specialized loading of these monopiles to deliver offshore as part of the NJ Ocean Winds energy project. The Salem/Hope Creek Nuclear Generating Station is a combination of two facilities containing three reactors located directly on the Delaware River.

Port of Chester, **Pennsylvania** Penn Terminal is a privately-owned facility in the Port of Chester on I-95 approximately 12 miles southwest of Philadelphia, Pennsylvania. The facility handles break bulk, containerized, and perishable cargos.

Port of Paulsboro, New Jersey is home to the Paulsboro Refinery. Paulsboro Refinery has two main berths: the north berth can accommodate two barge transfers at a time; the south berth primarily handles tank vessels. Additionally, the South Jersey Port Corporation (started in 2017) can service both break bulk cargos and containers from deep draft vessels.

Port of Wilmington, Delaware is a full-service deep-water port and marine terminal handling over 400 vessels per year with an annual import/export cargo tonnage of over 5 million tons. This makes Wilmington Terminal the busiest single terminal on the Delaware River. The port has a large dockside cold storage facility and is the #1 port in North America for imports of fresh fruit, bananas, and juice concentrate. It also handles vehicles via RO/RO vessels at a single pier into the Delaware River.

Port of Delaware City, Delaware includes the transfer and shipping pier for the Delaware City Oil Refinery, currently owned and operated by PBF Energy Partners after being purchased in 2010. Delaware City also includes the Three Forts Ferry (Fort Delaware, Fort Mott, and Fort Dupont), a seasonal ferry operated by the Delaware River and Port Authority.

E. FUNDING CONSIDERATIONS

General: This section provides a general statement on the responsibility for funding a salvage operation by owners/operators. If the RP is unable, unwilling, or unavailable to fund appropriate actions to conduct salvage operations in accordance with this plan and other applicable guidance, there are limited funding streams available to the COTP/FOSC and are dependent on circumstances such as incident type, cargo types, and location.

1. United States Army Corps of Engineers (USACE): Funding for operation and maintenance of "Federal" waterways is through USACE's Operations and Maintenance General Appropriation each year. This includes the ability to issue emergency contracts to salvage companies to conduct salvage operations for vessels strictly within the limits of federal channels under the USACE's responsibility.

2. FEMA:

a. FEMA will: (1) reimburse applicants to remove eligible debris, or (2) through a MA to another Federal agency (and upon request of the State) – provide direct Federal assistance or technical assistance when it has been demonstrated that the State and Local government lack the capability to perform or contract for the requested work.

b. Assistance will be cost-shared (at no less than 75% Federal and 25% non-Federal). In extreme circumstances, FEMA will provide up to 100% funding for a limited period of time.

3. USCG: USCG managed funding streams are available for a limited range of scenarios. USCG units should ensure that the RP or vessel owner (through their plan owner and QI) assumes responsibility for salvage costs when appropriate. Large commercial vessels and barges typically have Protection and Indemnity (P & I) Insurance to cover instances that result in salvage. This insurance provides coverage to vessel owners and charterers against third-party liabilities encountered in their commercial operations. Responsibility for damage to cargo, for pollution, for the death, injury or illness of passengers or crew, and for damage to docks and other installations are examples of typical exposures under P & I insurance. However, there are times when the CG must take responsibility to rectify a waterway. In such instances, possible funding sources include:

a. **The Oil Spill Liability Trust Fund (OSLTF) -** Created by the Oil Pollution Act of 1990 for spills or threats of spills of oil or petroleum products.

b. **CERCLA –** Funding for hazardous substance releases or threats of release.

c. **Stafford Act** – Pursuant to a disaster declaration. These funded operations will normally include a MA issued by FEMA for a specific operation under the leadership and oversight of one of the ESFs activated for the disaster response.

d. **Agency Funding** – Provided by the agency in accordance with existing legislation.

e. **Other Instances** - In some instances, the USCG may not act because of lack of authority or funding. In those cases, COTPs/FOSCs should make every effort to engage either the private entities or agencies that do have authority and capability to act.

F. LEGAL CONSIDERATIONS AND AUTHORITIES

1. This SRP does not modify existing laws, policies, regulations or agreements regarding salvage, wreck, and debris removal. Nothing in this SRP alters the rights of owners, operators, lessees, or Responsible Parties from recovering their property expeditiously in accordance with applicable law.

2. This SRP does not provide authority to contract for or conduct salvage operations nor does it provide a coordination and procedural framework for access to salvage resources, consistent with existing authorities, policy, and funding.

3. This SRP identifies and relies on existing salvage authorities and funding mechanisms of Federal agencies and stakeholders with a salvage nexus for salvage response tactical planning and operations.

4. Section 1.E. above describes funding considerations related to salvage response.

5. In addition to the USCG authorities for conducting salvage response operations under the authorities of OPA-90 and CERCLA, supporting Federal organizations operate under other authorities that may be applicable to the incident. Authorities shown are subject to change and interpretation and should not be considered a complete list.

United States Army Corps of Engineers (USACE)

- Authorized by Section 202 of Water Resources Development Act (WRDA) of 1976 (PL 94-587) to develop projects for the collection and removal of drift and debris from publicly maintained commercial boat harbors and from land and water areas immediately adjacent thereto.
- WRDA of 1976 provides general authority for development of drift and debris removal projects. The Department of the Army does not currently support authorization of or budgeting for such projects.
- Specific and limited local programs for continuing debris collection and disposal have been authorized by Congress for New York, Baltimore, and Norfolk Harbors; Potomac and Anacostia Rivers in the Washington, D.C. Metropolitan area; and San Francisco Harbor and Bay, California. These authorizations are on an individual basis, and the work is carried out as authorized at each locality as a separate, distinct project.
- Sections 15, 19, and 20 of the River and Harbor Act of 1899, as amended. These sections authorize the USACE to remove sunken vessels or similar obstructions from navigable waterways. A navigable waterway is one that has been authorized by Congress and which the USACE operates and maintains for general (including commercial and recreational) navigation.
- Flood Control and Coastal Emergencies (PL 84-99). Authority to provide assistance for debris removal from flood control works (structures designed and constructed to have appreciable and dependable effects in preventing damage by irregular and unusual rises in water level). This law requires that an applicant for assistance be an active participant in its PL 84-99 Rehabilitation and Inspection Program at the time of the disaster to be eligible for assistance.
- USACE, under the National Response Framework, is designated the lead coordinator for ESF #3 Public Works and Engineering. Under ESF #3, FEMA tasks the USACE to perform debris removal operations at the request of a State.

This can include debris in the water outside the federally maintained channel if FEMA declares it to be eligible.

United States Navy Supervisor of Salvage (SUPSALV)

- The Salvage Facilities Act, codified at 10 U.S.C. §§ 8701-8704, gives the Navy broad discretion to provide necessary salvage facilities for both public & private vessels. This authorizes the provision of salvage facilities and services directly by Navy or via lease, sale, or other contractual arrangement, which implies a standing role for SUPSALV as the "national salvage advisor."
- SUPSALV works on a reimbursable basis and is postured to accept all forms of government funding.

FEMA

- In accordance with 42 U.S.C. §§ 5170b, 5173, and 5192, FEMA is authorized under the Robert T. Stafford Disaster Relief and Emergency Assistance Act to provide assistance to eligible applicants to remove debris from public and private property or waters following a Presidential disaster declaration, when in the public interest.
- Removal must be necessary to eliminate immediate threats to lives, public health and safety; eliminate immediate threats of significant damage to improved public or private property or waters; or ensure the economic recovery of the affected community to the benefit of the community-at-large. The debris must be the direct result of the disaster and located in the disaster area, and the applicant must have the legal responsibility to remove the debris.

G. DEFINITIONS

Assessment of Structural Stability: Completion of a vessel's stability and structural integrity assessment using a salvage software program. The data used for the calculations would include information collected by the on-scene salvage professional. The assessment is intended to allow sound decisions to be made for the subsequent salvage efforts. In addition, the assessment must be consistent with the conditions set forth in 33 CFR §§ 155.240 and 155.245, as applicable.

Debris: Jointly promulgated as a definition by NOAA in 15 CFR § 909.1(a) and the USCG in 33 CFR § 151.3000(a), "marine debris is defined as any persistent solid material that is manufactured or processed and directly or indirectly, intentionally or unintentionally, disposed of or abandoned into the marine environment or Great Lakes." The following additional definitions apply to this plan:

Construction and Demolition Debris: The definition of debris (e.g., construction and demolition debris, general debris, marine debris, wet debris) may vary between jurisdictions and legal authorities. For the purposes of this plan, the applicable definition must be determined by the facts pertaining to each incident. When dealing with debris issues, the COTP and any other involved party must ensure they have the authority and funding to act in a specific instance.

Marine Debris/Floatable Debris: Includes damaged components of buildings and structures such as lumber/wood, gypsum wallboard, glass, metal, roofing material, tile, carpeting and floor coverings, window coverings, pipe, concrete, fully cured asphalt, equipment, furnishing, and fixtures. (Public Assistance: Debris Management Guide, FEMA-325, June 2014.)

Debris (Stafford Act): Items and materials broken, destroyed, or displaced by a natural or man-made (federally declared) disaster. Examples of debris include, but are not limited to, trees, construction and demolition material, and personal property. Materials classified as debris under the Stafford Act will vary by incident. (Public Assistance: Debris Management Guide, FEMA-325, June 2014).

Post Disaster Waterway/Marine Debris: No definition that can be universally applied. However, marine debris is typically characterized as trash consisting of floatable materials and saturated floatable materials that have become suspended or have sunk to the bottom. Marine debris may potentially include (1) floatable materials/floatable debris including trash (see subparagraph 2.b.(5) below), and (2) derelicts, which is lost, abandoned, or discarded property (e.g., abandoned sunken vessels without salvage value, lost or abandoned fishing gear, abandoned submerged vehicles or equipment).

Floatable Materials: The Beaches Environmental Assessment and Coastal Health Act (Public Law 106-284) defines floatable materials to mean any foreign matter that may float or remain suspended in the water column and includes plastic, aluminum cans, wood products, bottles, and paper products.

Hazard to Navigation: In accordance with 33 CFR § 245.5, a hazard to navigation is "an obstruction, usually sunken, that presents sufficient danger to navigation so as to require expeditious, affirmative action such as marking, removal, or redefinition of a designated waterway to provide for navigation safety."

Heavy Lift: The use of a salvage crane, A-Frames, hydraulic jacks, winches, or other equipment for lifting, righting, or stabilizing a vessel.

Marine Salvage: Service/assistance that is rendered to a vessel and/or her cargo to save the vessel or cargo in whole, or in part, from impending marine or maritime peril, or in recovery such property from actual maritime peril or loss, with contribution to the success by the service that was rendered by the salvor. Marine peril typically increases with time.

Obstruction: Anything that restricts, endangers, or interferes with navigation as described in Reference (l). Obstructions can be authorized man-made structures such as bridges, pier heads, offshore towers, or unexpected interferences, which must be assessed to determine their effect on navigation.

On-Site Salvage Assessment: A salvage professional is on-scene, at a safe distance from the vessel or on the vessel, who has the ability to assess the vessel's stability and structural integrity. The data collected during the assessment will be used in the salvage software calculations and to determine necessary steps to salve the vessel.

Port Navigation System: Federally constructed and/or maintained channels and anchorages that are within the geographical limits of the port as defined by the COTP (pursuant to 33 CFR § 103.300 (b)(1)), and may include the transportation and/or utility structures above or below the water surface that cross or are adjacent to such channels and anchorages. Also included in the meaning of the port navigation system are the services aiding vessel navigation on the waterway such as pilotage, tug/towing services, navigation aids, harbormaster services, vessel traffic services, and police or fire services on the waterway.

Qualified Individual or Alternate Qualified Individual: means a shore-based representative of a vessel owner or operator who meets the requirements of 33 CFR 155.1026.

Responsible Party (RP): Under the Oil Pollution Act of 1990, the term "RP" refers to the persons owning, operating, or chartering a vessel by demise; the owner or operator of a facility

from which oil is discharged; owners and operators of pipelines; the licensees of Deepwater ports; and the persons leasing, permittee of, or holder of a right to use or easement for an area in which an offshore facility is located. The RP is liable for the costs associated with the containment or cleanup of the spill and any damages resulting from the spill. The priority of the Environmental Protection Agency (EPA) and Coast Guard is to ensure that responsible parties pay to clean up their own oil releases. However, when the RP is unknown or refuses to pay, funds from the OSLTF can be used to cover removal costs or damages resulting from discharges of oil or threat of a discharge of oil, subject to the rules and procedures that apply.

Resource Provider: means an entity that provides personnel, equipment, supplies, and other capabilities necessary to perform salvage and/or marine firefighting services identified in the response plan and has been arranged by contract or other approved means. The resource provider must be selected in accordance with §33CFR 155.4050. For marine firefighting services, resource providers can include public firefighting resources as long as they are able, in accordance with the requirements of §33 CFR 155.4045(d), and willing to provide the services needed.

Salvage: Any act undertaken to assist a vessel in potential or actual danger, to prevent loss of life, damage or destruction of the vessel and release of its contents into the marine environment.

Salvage Award: The reward or compensation allowed by maritime law for service rendered in saving maritime property, at risk or in distress, by those under no legal obligation to render it, which results in benefit to the property, if eventually saved.

Specialized Salvage Operations: Operations associated with a salvage that include or requires the use of heavy lift equipment, subsurface operations, or subsurface product removal (lightering).

Towage/Towing Service: Towing service that is motivated for convenience, not safety, in the absence of peril. Rescue towing or other salvage towing service that is conducted in conjunction with marine salvage is not considered towage or towage service.

Transportation Disruption: Any significant delay, interruption, or stoppage in the flow of trade caused by natural disaster, heightened threat level, an act of terrorism, or any TSI (SAFE Port Act of 2006, Public Law 109-347, Section 2).

Transportation Security Incident (TSI): A security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area (33 CFR § 101.105).

Wreck: A sunken or stranded ship, or any part thereof, or any object that is lost at sea from a ship that is stranded, sunken or adrift, or any of the above that may reasonably be expected to sink or strand where activity to assist the ship or property is not underway.

SECTION 2: PREPAREDNESS

A. PURPOSE: Pre-Incident Preparedness is a key consideration when taking into account the potential for significant impacts to the regional and national economies in response to a prolonged salvage response resulting in a port closure, or disruption to the MTS. This plan can be used by all maritime stakeholders to develop internal preparations for post-incident recovery activities including training, standard procedures, identification of key processes, communicating operational status to the IC/UC, and identification of critical personnel.

B. AGENCY ROLES AND RESPONSIBILITIES: General roles and responsibilities for salvage response will depend upon the circumstances of the incident. Primary, Federal, State, local, tribal, and industry roles and responsibilities are described as follows:

1. Primary Responsibility

   a. Under normal operating conditions, primary responsibility for taking or arranging action to resolve an obstruction or other impediment to navigation, including marking, is ***the identified owner, operator, or lessee of a sunken or grounded vessel or wreck; or the owner, operator, or lessee of other obstructions in the waterway such as structures, train cars, and vehicles***. Where a discharge of oil, hazardous substance release or threat thereof is involved, primary responsibility belongs to the RP as defined by the Oil Pollution Act of 1990.

   b. The identified owner, operator, or lessee of a sunken or grounded vessel or wreck bears lead responsibility if the USACE and the U.S. Coast Guard jointly determine that such vessel or wreck is a hazard to navigation and must be removed expeditiously.

2. The following summary identifies general institutional roles and responsibilities.

   a. Federal

      United States Coast Guard (USCG). Per reference (p), the USCG works closely with the USACE to ensure a coordinated approach to maintaining safety and the functionality of the port navigation system in U. S. ports and waterways. The USCG serves as the Federal Government's primary agency for responding to threatened or actual pollution incidents in the coastal zone. The USCG is one of two primary agencies for ESF #10 (Oil & Hazardous Materials Response), which includes mission-specific salvage response. The Coast Guard, upon the request of FEMA, may provide management and contract administration for certain MAs under the authority and funding per reference (j). The COTP, as FMSC, and the FOSC is responsible for maintaining and implementing this SRP. Immediately upon discovery of an obstructing vessel or object, the USCG has responsibilities for marking, and notification as required by references (m), (n), (o) and (p).

      Department of Defense (DOD)/USACE. The USACE serves as the Federal Government's primary agency for maintaining the navigability of federal channels in domestic ports and waterways. When there is a non-pollution event in which a vessel or other obstruction is creating a hazard to navigation within a federally defined navigable channel, the USACE serves as the lead Federal agency for ensuring either removal of the obstruction from or immediately adjacent to the Federal channel by the owner, operator, or lessee, or by effecting removal using hired labor forces or a contractor. The USACE also arranges for and conducts hydrographic surveys, post-incident assessments of navigation conditions, and emergency and non-emergency dredging. The USACE is one of two primary agencies for ESF #3 (Public Works & Engineering), and may provide engineering

management and contract administration, at the request of the FEMA, for salvage-related MAs under authority and funding of reference (j).

DOD/U.S. Navy Supervisor of Salvage and Diving (SUPSALV). SUPSALV is the Department of Defense's principal source of salvage expertise. SUPSALV, upon request, may provide federal-to-federal support for salvage response. SUPSALV and the USCG cooperate in oil spill clean-up and salvage operations in accordance with the provisions of reference (o). SUPSALV can provide expertise and conduct/support specialized salvage/wreck removal operations. SUPSALV can quickly draw upon the extensive resources of the commercial salvage industry through its competitively awarded standing salvage support contracts. In addition, SUPSALV maintains an extensive inventory of government owned assets that are pre-positioned for immediate deployment. SUPSALV can also access the Navy's hydrographic survey assets/capabilities and can provide in-office technical support. However, there must be a funding stream identified to allow access to SUPSALV or their capabilities.

Department of Commerce/National Oceanic and Atmospheric Administration (NOAA). NOAA provides aerial and hydrographic survey support and expertise. NOAA also administers the Abandoned and Derelict Vessel Program (ADV). The main objective of this program is to investigate problems posed by abandoned and derelict vessels in U. S. waters. The program maintains various information resources.

The NOAA website has several useful documents to every level of government/commercial responders.

Abandoned Vessel Authorities and Best Practices Guidance

Abandoned and Derelict Vessel Removal

Best Management Practices for Abandoned Boats

End-of-Life Vessel Material Management Guide

Environmental Protection Agency (EPA). The EPA serves as the coordinator and as one of two Primary Agencies for ESF #10 (Oil & Hazardous Materials Response).

Federal Emergency Management Agency (FEMA). FEMA is the Federal lead for MAs under reference (j) authority and funding. FEMA is one of two primary agencies for ESF #3 (Public Works & Engineering). FEMA also serves as the coordinator and primary agency for ESF #14 (Long-Term Community Recovery & Mitigation).

U. S. Department of Transportation (DOT). DOT serves as coordinator and primary agency for ESF #1 (Transportation).

National Transportation Safety Board (NTSB). The NTSB has authority and responsibility for investigation of major transportation incidents and may engage in preservation of evidence and safety investigation in conjunction with salvage operations that have not been determined to be because of an act of terrorism.

Federal Bureau of Investigation (FBI). The FBI has law enforcement investigation responsibility for acts of terrorism and may engage in preservation of evidence and law enforcement investigation in conjunction with salvage operations that are in response to acts of terrorism.

b. State, Local, and Tribal Governments

State, local, and tribal governments have an important and concurrent role to play in

helping to determine priorities and in developing a rational coordination of efforts/assets to accomplish rapid marine survey, salvage, wreck/debris removal in waters within, or adjacent to, their jurisdictions. State governments also have a role in the determination of local sponsors and cost share criteria for FEMA MAs for marine debris removal.

State, local, and tribal jurisdictions have certain responsibilities for removal of obstructions and debris that are outside of federally maintained channels and do not create hazards to navigation. NOAA has used the term Abandoned and Derelict Vessel (ADV) which covers a wide range of vessel classes, sizes, and service. The majority of these are typically abandoned recreational boats for which most states have laws and authorities aimed to this end at removing this type of vessel.

Delaware

Funding

Delaware does not have a dedicated funding source for the removal of these vessels. When an ADV removal is undertaken, funding originates from the Division of Watershed Stewardship's annual General Fund appropriation under dredging, macro algae harvesting, and channel marking. The state of Delaware is entitled to reimbursement for all expenses incurred, which include all direct expenses associated with the seizure, removal, transportation, preservation, storage, and disposal of a vessel or property relating to a vessel.

Legislative Overview

Under Delaware Code, several provisions (23 Sec. C. §1303 through §1305) provide the Department of Natural Resources and Environmental Control with the authority over vessels abandoned in state waters. The state does not have a formal designation procedure for identifying abandoned and derelict vessels, but existing laws allow for the Department of Natural Resources and Environmental Control to remove any vessel that has been left illegally or has remained without permission for more than 30 days on public property. The state can also remove vessels that have been found adrift or unattended, are in a condition of disrepair that constitutes a hazard to health or the environment or are an obstruction on public lands or waters.

Point of Contact

The Department of Natural Resources and Environmental Control (DNREC) is the administering agency for abandoned/derelict vessels in Delaware. The Division of Fish and Wildlife, within DNREC, has authority over vessels that are abandoned on seawalls or at other mooring facilities or are found adrift on state waters.

Incredibly useful information, as well as a full list of contacts can be found in the Delaware Regional Marine Debris Response Guide as hosted by NOAA.

Delaware Marine Debris Emergency Response Guide

New Jersey:

Funding

The State of New Jersey does not have a dedicated funding source for dealing with

abandoned or derelict vessels. Costs of removing and disposing of vessels can be recovered through the sale of forfeited vessels or through penalties collected for statute violations. The state may also receive funds from bonds secured as a requirement for abandoned vessels under N.J. Revised Statutes Title 12, Chapter 7C, that can be used to remove a bonded vessel if it becomes stranded or sinks.

Legislative Overview

New Jersey's Abandoned or Sunken Vessels Disposition Laws under Title 12, address the possession, titling, and junk certification of abandoned vessels. Under these statutes, it is unlawful for any owner to abandon a vessel without consent upon public land or waters, municipal land, on private property or on the water immediately adjacent unless it is an emergency. It is also unlawful to willingly abandon a flat-bottomed boat, barge, scow, or raft.

Point of Contact

The Motor Vehicle Commission administers the laws for abandoned vessels in New Jersey.

Incredibly useful information, as well as a full list of contacts can be found in the New Jersey Regional Marine Debris Response Guide as hosted by NOAA.

New Jersey Marine Debris Emergency Response Guide

Pennsylvania:

Funding

Pennsylvania does not have a dedicated funding source for dealing with abandoned or derelict vessels (ADV's). Pursuant to Title 58 of Pennsylvania's Code, the proceeds from the sale of an abandoned boat are used to reimburse the Fish and Boat Commission or the salvor, as applicable, for the costs of removing and disposing of ADVs. Pennsylvania has also established a Boat Fund, under Title 30 of the state statutes, which is used to carry out the functions of the Commission as they relate to boats and boating, but not necessarily to ADVs. Monies from the fund can be used to cover administrative and operating expenses, boater education and safety programs, and other expenses as defined under the statutes.

Legislative Overview

Pennsylvania Code, under Title 58, allows for a person to register and title abandoned vessels found on private property with the state's Fish and Boat Commission. The provisions under Title 58 also address the registration and titling requirements for abandoned vessels found on public property, the notification process, and give the Commission the authority to sell, destroy or salvage abandoned vessels in its jurisdiction.

Point of Contact

The Pennsylvania Fish and Boat Commission has the authority to issue rules and regulations, pertaining to junked, destroyed, lost, stolen, or abandoned boats, and to administer and enforce them.

As Pennsylvania does not have a traditional "coastal" ecology it was not submitted for NOAA Regional Response Guide.

All contacts for the state of PA for this program are found in the Area Contingency Plan (ACP) for Delaware Bay.

State Office of Emergency Management (OEM):
All state OEM's have the ability to administer ESF mission assignment during declared disaster or large-scale incidents. All states likewise are signatory to Emergency Management Assistance Compact (EMAC) with other states for specially resources.

Philadelphia OEM: Due to major an potential city impacts Philadelphia OEM operating in conjunction with Pennsylvania OEM would be added to the notification lists when dealing with a potential salvage/MTS incident.
NJOEM and PAOEM: Both of these state OEMs operate under a "home rule" standard of response. They would be able to readily accept or give a liaison position to any Unified Command. The "home rule" standard typically delegates all response activities to the lowest functional level of government which is held at the local or county level. Mutual aid agreements are almost exclusively maintained at the local/county levels with minimal oversight by the respective state OEM's. NJ OEM has the state authority to assume command/control of an incident should it exceed all local efforts even with mutual aid. PA OEM does not have as defined an authority and almost exclusively relies on functional elements at the county OEMs to maintain command in an IC/UC and simply act as a resource broker for those counties affected.
DEMA: The Delaware Emergency Management Agency has a mix of authorities similar to both PA and NJ. Due to the state's small size it almost exclusively acts in a resource management role. There is no state or county fire marshal position that would/could assume control during a salvage or marine fire fighting event.

NJ/PA/DE Department of Transportation (State DOT): Will participate in any salvage operation that includes elements of bridge/infrastructure damage under their direct jurisdiction or to facilitate any Maritime Transportation System (MTS) Recovery elements in accordance with reference (f). If a waterway starts to impact the economic stability of a region or causes a larger impact to the infrastructure of an area than it may invoke state governors to request a declaration of disaster under ESF-3. (Transportation).

c. Industry

National Salvage Roles / Capabilities

1. American Salvage Association. Refer to www.americansalvage.org for details.
2. Additional information for national-level salvage capability and equipment information is available thru the NSF, NSF Coordination Center, and the U. S. Navy SUPSALV.

Local and Regional Salvage Capabilities

1. Refer to Appendix G for regional and local salvage commercial diver capabilities.
2. Refer to Appendix G for regional and local marine construction equipment and capabilities that may be considered as alternative sources of equipment.

Vessel and Cargo Owners/Operators and Insurers

1. For vessels and cargos, the owners/operators (and those that underwrite their property) retain the primary responsibility for obtaining salvage assistance when needed. Under references (m) and (n), the owners retain responsibility for marking and removal of their vessel and or cargo even if it has no more value. COTPs must give the owners reasonable opportunity to comply with appropriate legal

requirements while protecting the value of their property. For vessels that are required to have VRPs, COTPs should ensure that owners adhere to their VRPs, especially with respect to using their pre-identified and contracted salvors.

2. The above notwithstanding, the COTP must balance the ability of the RP to take appropriate action in a timely fashion. Delay in salvage or inappropriate initial action may worsen the situation, increasing impact on the MTS, the environment, and/or overall cost. The COTP should not hesitate, if in doubt, to seek advice from the organizations listed in Section 2.B.
3. Relationships between the USCG, owners, underwriters, and salvors may become very complex. It is recommended that COTPs immediately seek the guidance of the district legal office if questions regarding legal authorities, responsibilities, etc. arise.
4. To assist in salvage planning efforts, 33 CFR part 155, subpart I, contains information about each required salvage service for Tank Vessels and Non-Tank Vessels. Vessel owners and operators are required to develop appropriate Geographic Specific Annexes for their areas of operation and update their existing VRP to reflect these new requirements. The process to gain access to the required salvage information is outlined in Section 3.G. to this plan. Additional information can also be found in Appendix G.

5. Vessel owners/operators are responsible for determining the adequacy of the resource providers noted in the VRP. When the determination of adequacy was made, the owner/operators were responsible to ensure that the provider met, to the maximum extent possible, the 15 factors listed below:

(1) Resource Provider is currently working in response service needed.

(2) Resource Provider has documented history of participation in successful salvage and/or marine firefighting operations, including equipment deployment.

(3) Resource Provider owns or has contracts for equipment needed to perform response services.

(4) Resource Provider has personnel with documented training certification and degree experience (Naval Architecture, Fire Science, etc.).

(5) Resource Provider has 24-hour availability of personnel and equipment, and history of response times compatible with the time requirements in the regulation.

(6) Resource Provider has on-going continuous training program.

(7) Resource Provider has successful record of participation in drills and exercise.

(8) Resource Provider has salvage or marine firefighting plans used and approved during real incidents.

(9) Resource Provider has membership in relevant national and/or international organizations.

(10) Resource Provider has insurance that covers the salvage and/or marine firefighting services which they intend to provide.

(11) Resource Provider has sufficient up-front capital to support an operation.

(12) Resource Provider has equipment and experience to work in the specific regional geographic environment(s) that the vessel operates in (e.g., bottom type, water turbidity, water depth, sea state, and temperature extremes).

(13) Resource Provider has the logistical and transportation support capability required to sustain operations for extended periods of time in arduous sea states and conditions.

(14) Resource Provider has the capability to implement the necessary engineering, administrative, and personal protective equipment controls to safeguard the health and safety of their workers when providing salvage and marine firefighting services.

(15) Resource Provider has familiarity with the salvage and marine firefighting protocol contained in the local ACPs for each COTP area for which they are contracted.

C. STAKEHOLDER COORDINATION:

Stakeholder coordination is of the utmost importance both to give and receive information. This notification is typically done through or as part of existing plans. Refer to Section H – Notification Procedures for additional information.

Marine Transportation System Recovery Plan has the process and procedures to notify the Port Coordination Team (PCT) in the event of an MTS incident which would potentially include salvage incidents. This notification can be released via the CG Alert Warning system which is likewise outlined in the MTSR Plan.

As most vessels have the potential for spills/pollution the notifications of members of the Area Committee would likewise be submitted in accordance with the USCG Sector Delaware Bay Area Contingency Plan (ACP). Due to the multi-state nature of the Sec Del Bay AOR and that the Delaware River is a boundary between two Regional Response Team areas than it is now standard practice to request a joint RRT2 and RRT3 online meeting/call as facilitated by the D5 District Response Advisory Group (DRAT). The DRAT call request should be initiated at the USCG Sector Response Department level with members of the Incident Management Division in attendance.

Special ad hoc committees can be created, should circumstances require them under both plans with identical requirements to standing committees.

Communications:

a. All reporting standards for EOC, USCG Command Centers, State EOC, FCOs, RCC's and NICC's shall be followed per agency policy. This will follow the overlay of any LOFRs that may be assigned to any of these functional areas from any agency. Daily reporting requirements will be dictated by a signed and validated ICS 202a/b, ICS-232, ICS-209 or any submitted ICS-213 General Messages. The tempo and information contained is subject to change based on the needs of the Unified Command (UC)and will be communicated directly within the Incident Action Plan (IAP).
b. Common Operating Picture and messaging communications will be prescribed depending on the nature of who the primary driver of the logistics that the response dictates. A responsible party led salvage incident may utilize any collaborative software/communications capability, if it meets general state and federal network security guidelines and allows wide accessibility to all stakeholders who need entry to the system.
c. For USCG led responses MS Teams will be the messaging and briefing software of choice with tactical communications being conducted through all regularly utilized marine band or FCC assigned emergency management frequencies. For Incident Action Plan and collaboration on Incident Command System document the USCG will utilize Incident Management System Software by TRG which is an off the shelf vendor. Incident specific access to IMSS will be given to anyone who is deemed needed to be included as a contributor to the creation and maintenance of the Incident Action Plan and its associated documentation.
d. For all standing committees and teams as mentioned above there are preexisting methods of communications for those entities that can be modified to adjust to a salvage incident. Complete documentation of the incident response is expected to be provided to all parties within the Unified Command Upon request. This documentation may not include proprietary economic, corporate, trade secret or government investigation information documentation as this is outside the "need to know" for the purpose of the response

validation. All documentation will make every effort to protect personally identifiable information (PII) and will only utilize that information during and specifically for the response.

D. INCIDENT COMMAND SYSTEM CONSIDERATION AND STAFFING:

The staffing for a salvage response shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts (SMEs). The staffing, organization, and location of a salvage group within the Incident Command organization will be dependent upon the type of incident and the direction of the COTP or FOSC as required. If established, a Salvage Group may consist of representatives from:

- USCG Marine Transportation System Recovery Unit (MTSRU) Leader Type 3 (MTSL3) trained personnel.
- USCG members with vessel inspection (Hull) (SMEs);
- USCG members with vessel inspection (Machinery) (SMEs);
- USCG members with vessel inspection (Tank Vessel) (SMEs);
- USCG members with Federal On Scene Coordinator Representative (FOSCR);
- USCG member with waterways management SMEs;
- USCG member with Port State Control SMEs; and,
- RP Salvage Service Provider (Salvage Master or their designee).

The success of the salvage group depends on having an adequate number of qualified members. Each incident type or location may require members with different skill sets. Nonetheless, a baseline of qualified members shall be established to employ salvage objectives that will enhance capability.

E. PORT AND WATERWAY PRIORITIES:

Priorities for vessel entry and departure as well as critical waterways is covered under the Sector Delaware Bay Marine Transportation System Recovery Plan. As a general overview from the plan the local priorities list is included here. It should be noted there are seasonal priorities that may impact requirements beyond what is foreseen on this list.

Winter:

- Vessels carrying fuel heating oil Vessels carrying petrochemical cargoes.
- Vessels carrying LPG:
- Vessels with perishable cargo.
- Vessels with assembly line components; and
- Other vessels (based on other factors evaluated by the COTP/FMSC).

Summer:

- Vessels carrying gas and diesel.
- Vessels with perishable cargo.
- Vessels carrying LPG.
- Vessels with assembly line components; and
- Other vessels (based on other priorities evaluated by the COTP/FMSC).

Infrastructure Recovery Priorities. Local pre-incident infrastructure recovery priorities have been developed with input from local industry and agency stakeholders. These may include the following:

- Philadelphia City Water Department Barges
- Refueling/Lightering Barges operated locally inside the port
- Salvage incidents occurring on and around fuel pipelines crossing the Delaware River
- City owned fire boats

These vessels will operate inside the Delaware Bay with most focusing on the upper Delaware Bay exclusively. As such they may not be as affected by BNTM/Safety Zones as other vessels entering the Delaware Bay from other ports.

F. SALVAGE OPERATION FUNDING/MANAGEMENT CLASSIFICATIONS:

Salvage operations vary in size, complexity, and agency response depending on certain operational factors. These operations are given "Type" categories under the National Response Framework. These incident types will be determined by the amounts of resources assigned, operational periods worked, monetary damages, environmental impacts and overall public interest. Guidance for "Typing" incidents can be found in the USCG Incident Management Handbook. However, the primary factors for classification of salvage operations for the purpose of this plan are; the Owner/Operator of the vessel(s) location in proximity of navigable waterways

and cargo types. The Oil Pollution Act of 1990 contains specific guidance for salvage planning and service provider contract requirements for vessels depending on size and cargo. Without a responsive Owner/Operator, the complexity and level of management for federal agencies increases. The following are basic descriptions of the most likely salvage operation classifications, consistent with the scenarios in Section 1. B above, which may be experienced in the field:

1. CLASS I: Owner/Operator (RP-Managed/Funded): The Owner/Operator meets all requirements of 33 CFR 155.4010 for vessels that carry Group I-IV Oils and 33 CFR 155.5010 for Non-Tank Vessels. The requirements set forth in the above regulations provide a framework and planning factors for contracted salvage services, timelines for arrival of specific personnel, services, and equipment to support a RP-led salvage operation. Applicability to the VRP and the Salvage and Marine Firefighting requirements/regulations also provide the COTP, Officer in Charge of Marine Inspections (OCMI), and FOSCs with a myriad of tools to engage the RP or Owner/Operator to compel compliance and to engage additional subject matter expertise to monitor and coordinate salvage operations.

2. CLASS II: USCG Management/Funded: The vessel meets the applicability of OPA-90 VRP requirements but is unwilling / unable/ or is not in compliance with the requirements to meet specific milestones such as having a designated salvage provider, emergency towing, etc. Based on the type of vessel and risk presented to public health, safety, the MTS, and the environment the FOSC will likely be required to access the appropriate federal fund and lead all aspects of the salvage operation. This type of salvage management will likely require activation of the appropriate USCG NSF Team with potential for additional support from SERT, USN SUPSALV, and potential funding of local or regional agencies for supporting services.

Note: Any use of the Oil Spill Liability Trust Fund (OSLTF) or CERCLA Funding must be associated with activities to prevent or reduce the substantial threat of a discharge of oil or release of hazardous materials. This includes but is not limited to activities normally associated with a salvage operation such as pumping, dewatering, lightering, submerged operations, and emergency towing. The OSLTF or CERCLA funding cannot be used to contract/coordinate vessel salvage operations if there is no substantial threat of a discharge or release.

3. CLASS III: USACE Management/funding: The vessel does not meet the applicability of OPA-90 and is in a condition/location that is obstructing a federal channel with the potential of a presenting a significant disruption of the MTS. The USACE has the federal responsibility to maintain the federal channels in a safe, navigable status. Without the legal authority to contract support or services for salvage, the USCG FOSC will rely on the statutory authority of the USACE to issue an emergency contract to a reputable salvage organization. As the lead agency, the USACE can direct all aspects of the salvage operation in coordination with the USCG FOSC and will be a component of the UC. In this type of event, the USACE may rely on the USCG to provide additional support such as safety monitoring of the operation, waterway management and coordination to support salvage operations, coordination of outside agency support, and using the USCG COTP authority to compel certain actions of the RP if known.

4. CLASS IV: FEMA Management/funding: In the event of a natural disaster or other type of incident resulting in the declaration of a disaster under the Stafford Act (i.e., earthquake, hurricane, tsunami, bridge collapse, etc.), the USCG may be the lead agency or part of the UC in either a large-scale salvage, wreck, or debris removal operation. The coordination of this

type of operation is similar in many respects to a Type II Salvage operation; however, there are additional coordination actions that must be considered. These actions and/or decisions may include:

- Identification of owner/operators of vessels for cost recovery
- Health and/or environmental threat
- Location of the vessels, or debris
- Final disposition of the vessels or debris
- Possible investigation elements may be required as part of the incident response

The USCG FOSC or designated OSC will likely require the activation of the USCG NSF, USCG Reserve support, and possibly additional agency support from subject matter experts such as USN SUPSALV, USCG SERT, and more.

5. CLASS V: Restricted Salvage Operations: Salvage operations that may be required or conducted that have no nexus with the salvage requirements under OPA-90, do not restrict navigable waterways, do not present a threat to public, health, safety, or the environment, and may not have a RP. Operations of this type may include barges transporting non-petroleum or hazardous materials such as bulk aggregate materials or may be empty. The location may not present any threat to safe navigation including outside normal shipping lanes or grounded on a shoreline. With no regulatory component or legal authority to compel compliance or actions, the USCG FOSC authorities are extremely limited including the inability to access various funds to initiate salvage operations, compel compliance in many cases, and may result in relying on either the Trustee for the impact area or state/local government authorities. These types of salvage operations require extensive research and coordination and may also result in the need for the USCG to carefully consider an enhanced public affairs/public messaging objective to ensure the USCG limitations are widely known, and all efforts legally taken by the Coast Guard are highlighted.

G. INCIDENT MANAGEMENT TEAM (IMT) LOCATIONS:

When a UC is established – beyond a "virtual UC" -- to manage a multi-day response, an Incident Command Post (ICP) shall be established as near as practicable to the spill site. USCG personnel tend to operate a CG lead incident out of the USCG Sector facility due to the inability to move communications watch stander personnel who may be a vital link with establishing a link to offshore assets. All responders (federal, state, tribal, local, and private) should be incorporated into the response organization at the appropriate level. Some functions such as CG Investigations will be operated from the USCG Sector in Philadelphia, PA. The USCG maintains a Marine Safety Detachment in Lewes, DE that can operate as either a Type 3-4 ICP or operating base for forward Operations Section/Planning Section personnel. If an RP/QI assume responsibility for the incident than it will be contingent on those team members to provide all members of the IC/UC with access to any electronic incident management software, they may be using.

Presently the USCG utilized the Incident Management Software System (IMSS) for which access can be readily given to all authorized members of the IC/UC.
imss.iapsoftware.com

Other systems such as Microsoft Teams may offer flexibility to utilize skilled technical personnel without having to increase the "footprint" of the Incident Command Post.

In previous incidents USCG personnel have established ICP's at county EOC's, Firehouses, large hotels

H. NOTIFICATION PROCEDURES:

For salvage response operations, the activation of a Marine Transportation System Recovery Unit (MTSRU) may become be essential to the development of incident-specific salvage plans to ensure any disruption to normal operations within the port or port areas are minimized.

If activated as part of the IMT, the MTSRU will provide essential information to the Incident/Unified Command on disruptions to the MTS because of the incident; impacts on the MTS based on planned salvage operations, coordinate with port stakeholders on alternate pathways or courses of action, and operational recommendations to alleviate disruptions to the MTS.

The ***MTS Recovery Plan for COTP Zone Sector Delaware Bay*** includes detailed information on the following:

- Port cargo and waterway priorities for the Ports of Philadelphia, Paulsboro, Camden, Gloucester, Salem, and Wilmington
- Stakeholder membership in the MTSRU and MTSRU Organization
- Notification Procedures for stakeholder MTSRU Members via the Port Coordination Team and the Alert Warning System (AWS)
- Standard Procedures for CART
- Baseline Essential Elements of Information for the MTS

SECTION 3: SALVAGE RESPONSE MANAGEMENT

A. FRAMEWORK: This section provides the salvage response framework for the salvage response scenarios listed in 1.B. of this plan.

B. PLANNING ASSUMPTIONS:

1. Reconstitution.

a. Functional capabilities and resources sufficient to support salvage response will be sufficiently restored before salvage response operations commence.

2. Salvage during Environmental Response.

a. Salvage, when necessary for response to incidents involving discharges of oil or hazardous substance release, or threat thereof, will be initiated during the response phase as outlined in our unit' s ACP to prevent or mitigate damage to environment.

3. Initiation of Salvage Response.

a. Deployment of salvage response resources to assist in reopening waterways to commerce will occur after emergency lifesaving and other first responder operations have been completed, to include stabilization of safety or security situations.

b. Vessel Owners/Operators will initiate remote assessment and consultation with a Qualified Individual within the time frames noted in 33 CFR part 155.4040 and in accordance with their approved VRP. Follow on structural assessment and other actions toward development of a comprehensive Incident-specific Salvage Plan will be coordinated with the established UC.

c. COTP Sector Delaware Bay AOR may not have a designated area for vessel lightering. Any emergency planning for lightering must be approved on a case-by-case basis by the COTP or IC/UC. If emergency lightering is requested as an essential element of the salvage plan, the procedures in Appendix J and the standard Sec Del Bay Commcen Lightering QRC notification list will be followed for lightering of a vessel.

C. LOCAL ASSUMPTIONS:

a. There are many salvage resources in the Sector Delaware Bay AOR. An event that would require *special salvage* capabilities as defined in 33 CFR part 155 (submerged ops, heavy lift) generally requires a 6-24-hour minimum equipment deployment period. Local resources, including the use of alternative equipment may require consideration and approval by the COTP.

b. *NJDEP, PADEP, DNREC or NJ OEM, PA OEM, DE OEM* may participate in salvage planning operations as it relates to concurrent environmental response operations; coordination of investigation; or resource damage assessments as a result of any incident.

c. If a decision is made to move a vessel to a designated anchorage, the following factors must be considered prior to determining the proper location:

(1) Whether the anchorage is easily accessible from shore.
(2) Whether there is a discharge of oil or hazardous substance, and can it be easily contained and recovered.

(3) Whether the anchorage is close to an environmentally sensitive area.
(4) Weather conditions/direction having the potential to blow ashore airborne debris.
(5) If there is a catastrophic failure, whether it affects anything else or causes a problem to vessel traffic.
(6) Weather and tide conditions to include ice if present.
(7) Potential interruption of commerce.
(8) Effect on transportation hubs (vehicle/rail bridges).
(9) Adherence to any existing port-restrictions for anchorage, such as depth and length of vessel or any additional restrictions as may exist.

D. OPERATIONAL STAGES:

STAGE 1 – RISK ASSESSMENT PROCESS:

USCG Sector Delaware Bay has no directly prescribed method of risk assessment specific to a salvage incident. During a salvage incident the COTP and USCG Personnel use CG mandated risk management models for individual and team safety. Within an IC/UC it becomes critical not just to conduct these risk assessments but to document the thought process of what goes into the assessments with the information available at the time. As the salvage incident evolves and more information is available, it is necessary to reassess previous plans and make changes as necessary. A salvage risk management model would utilize the following process outlined as follows.

1. General: An assessment of the incident and basic information is essential for establishing a fact-based approach to initial response decisions. Risk assessment for a potential salvage operation, wreck removal, or obstruction removal requires an assessment of the authorities and funding applicable to the incident, the inherent risk of the operation (not to be confused with an Incident-specific Salvage Plan), and a menu of risk factors to consider during the initial response phase and a project management phase guided by a comprehensive Incident-specific Salvage Plan. Use of the SERT Rapid Salvage Survey in Appendix C will assist with the assessment. Reference (q) provides additional guidance in conducting risk assessments.

Initial assessments of potential salvage operations require careful consideration on the deployment of personnel to coordinate/conduct the assessment. Initial assessments can be conducted several ways including:

- Topside Deck Surveys
- Waterside Surveys
- Aerial Surveys
- Hydrographic Surveys (Submerged and Commercial Diving)
- Interior Surveys (Machinery and Systems)
- Vessel Stability Computer Data (For cargo Vessels if so equipped)

Each type of survey noted above presents an operational risk to first responders, so it is imperative that an operational risk assessment is conducted to develop mitigating procedures to address the risk factors and reduce them where applicable. Under NO circumstances is it appropriate to expose personnel to undue or unnecessary risk. The top priority is the health, safety, and well-being of first responders during any phase of a salvage operation.

The initial assessment will include two levels of review:

1. Vessel Information and Regulatory Applicability: This information is essential to determine the regulatory requirement for any RP or owner/operator to comply with the provisions of OPA-90 and the Salvage and Marine Firefighting regulations. This analysis will provide essential information to the USCG regarding the authorities available to compel compliance, authority restrictions, and/or need to engage outside agencies for greater support. The information should also be provided to the established Salvage Group or Prevention Department/Incident Management personnel to assist in determining if there are pre-determined resource providers for salvage. The information includes:

Vessel Information and Regulatory Applicability

- Vessel Name / Official Number
- Latitude/Longitude/Location/Flag State
- Agent
- Salvage Master and/or Salvage Service Provider (if known)

Salvage Group or Prevention/Incident Management personnel will refer to Section 3.G. for guidance on accessing VRP information from the USCG database.

2. Inherent / Operational Risk: Inherent / operational risk information will be gathered. This specific risk information would be provided to the COTP/FOSC offering a concept of the risk presented by the salvage incident. There are eight initial basic risk factors to consider:

Inherent Risk Factors

1. Vessel Location – Offshore, In Port, Adjacent to Navigable Channels, Beach, Dockside, etc.
2. Vessel Type – HCPV, Tank Vessel, Chemical Tank Vessel, Container, Ro-Ro, Barge (Fuel), CFV, Recreational, etc.
3. Weather – Beaufort or other similar weather scale
4. Vessel Condition – Taking on Water, Fire, Hull Damage, Sinking, Submerged, Grounded, etc.
5. Submerged Operations – Required <100', Required > 100', Not Required.
6. Lightering Operations – Types of Cargoes inform the risk of lightering, including liquid cargoes, containers, bulk, break bulk, or Ro-Ro cargoes.
7. Equipment Requirements – Additional Vessels, Barges, Helo, Heavy Lift Equipment, Lightering Equipment.
8. Crew Emergency Medical Safety – The availability of emergency services based on location and proximity to services.

These eight risk factors can be locally reviewed to determine the potential risk associated with the initial response and may help inform the COTP/FOSC when a determination is needed for requiring specific details or attributes in an incident-specific salvage plan, if required.

There may be additional risk factors to consider including any crew or licensing requirements, or additional operations that may occur simultaneous to a salvage response (e.g., SAR, pollution response, etc.).

STAGE 2 - DETERMINATION OF RESPONSIBLE PARTY

The initial report of a marine casualty resulting in the potential to require salvage response operations must include information on the owner/operator of the vessel. Additional details necessary to verify the Responsible Party is accurately identified include the vessel name, Documentation Number (Official Number), vessel Call Sign, Certificate of Inspection, Certificate of Compliance, or other official documents associated with the Flag State if the vessel foreign flagged.

In the event of a collision between two vessels (or more), it is beyond the scope of the COTP or FOSC to determine the responsible party without completion of a formal investigation. In this event, each vessel should be treated as a Responsible Party for their own vessel salvage actions and may require separate COTP Orders, incident-specific salvage plans, and include the potential of more than one Incident Management Team and salvage service providers.

The COTP may formally designate the vessel owner/operator as the Responsible Party via a COTP Order. This formal letter will notify the owner/operator of their responsibilities to take appropriate actions, within a specified timeline, to prevent any threat to public health and safety, minimize disruption to the MTS, and to prevent the discharge of oil/release of hazardous materials into the navigable waters of the United States. The COTP Order may also include specific directions related to salvage operations and may also contain provisions to develop Incident Specific Salvage Plans for COTP review/approval and direct the vessel's designated salvage service provider to coordinate actions with the IMT established for the response. Figure 3.1 below shows the Responsible Party/Owner-Operator requirements in 33 CFR Part 155 Subpart I for salvage service providers based on vessel type and fuel capacity.

Vessel Type	***Fuel Capacity***	***Salvage***	***Emergency Lightering***	***Firefighting***
Tank Vessel	Any	**Identified in VRP & Under Contract**	**Identified in VRP & Under Contract**	**Identified in VRP & Under Contract**
Non-tank Vessel	2,500 bbls or greater	**Identified in VRP & Under Contract**	**Identified in VRP & Under Contract**	**Identified in VRP & Under Contract**
Non-tank Vessel	Less than 2,500 bbls but greater than 250 bbls	Identified in VRP	Identified in VRP	Identified in VRP
Non-tank Vessel	Less than 250 bbls	Identified in VRP	Not Required	Not Required

Figure 3.1 Vessel Response Plan Applicability

STAGE 3 – EVALUATION OF FUNDING SOURCES AND SERVICE PROVIDERS

The COTP/FOSC is limited in the ability to obligate funds in support of salvage response operations including costs associated with travel, equipment rental, supplies or services, and to fund support of CG Special Teams or external agencies. The COTP/FOSC will evaluate the applicability of funds from the Oil Spill Liability Trust Fund (OSLTF) and the Comprehensive Environmental Compensation and Liability Act (CERCLA) for hazardous materials. In each case, actions, or expenditure of funds for salvage operations from one of these two sources must be associated with actions necessary to remove a substantial threat of a discharge or release of oil or hazardous materials and will cease when the vessel no longer presents a substantial threat.

The COTP/FOSC will make the appropriate determination and follow the procedures outlined in the U.S. Coast Guard National Pollution Funds Center User Reference Guide (URG) that includes procedures for fund access, cost documentation, claim procedures, cost recovery, and more. The NPFC User Reference Guide can be found at URG (uscg.mil) .

STAGE 4 – EVALUATION OF INCIDENT-SPECIFIC SALVAGE PLAN PROPOSALS

When required by the Captain of the Port, an incident-specific salvage plan will be reviewed by a pre-identified team at Sector Delaware Bay comprised of qualified marine inspectors, FOSC representatives, qualified Safety Officers, and a qualified MTS Recovery Unit Leader.

The Captain of the Port will document the requirement for the incident specific salvage response plan in the form of a Captain of the Port Order. Appendix I to this plan provides an example of a Captain of the Port Order for an incident-specific salvage plan. The details of the incident-specific plan as required by the Captain of the Port Order will vary based on the incident, vessel type, location, vessel condition, threat to public health and safety, and more. Appendix I provides additional guidance on what may be required on most incident-specific plans and the review process.

STAGE 5 – SALVAGE RESPONSE OPERATIONS

Sector Delaware Bay will initiate the activation of an Incident Management Team under the NIMS ICS Organization that will incorporate sufficient Branches, Divisions, and Groups as necessary to manage salvage response operations including but not limited to activation of Staging Area Managers; Source Control Branch, Submerged Operations Branch; Vessel Control Branch; and more. Figure 3-2 provides a notional incident organization that may be considered. Additional guidance can be found in Appendix B – Salvage Operations Assessment Checklist.

E. NOTIONAL INCIDENT COMMAND ORGANIZATION FOR SALVAGE:

The response and organization structure to an incident including marine casualties resulting in a salvage response operation may vary widely depending on the scope of the event. A salvage operation can bring together a variety of entities depending on variables including the types of vessels, operating environment, and cargoes.

In all cases, the RP/QI must be part of the organization in various lead and supporting positions. As noted in Reference (i), experience and judgement are required to develop the best organizational construct to address the complexities of the incident. The notional ICS Organization displayed in ***Figure 3.2*** is a **general example only** and should not be considered the definitive Operations Section organization for a salvage response operation.

This general organization provides a focus on the salvage-specific positions and does not include other positions likely activated within the Operations Section including a Recovery and Protection

Branch, Air Operations Branch, Wildlife Branch, and an MTS Recovery Branch or similar position to ensure salvage operations are planned and conducted in partnership with MTS recovery planning and coordination.

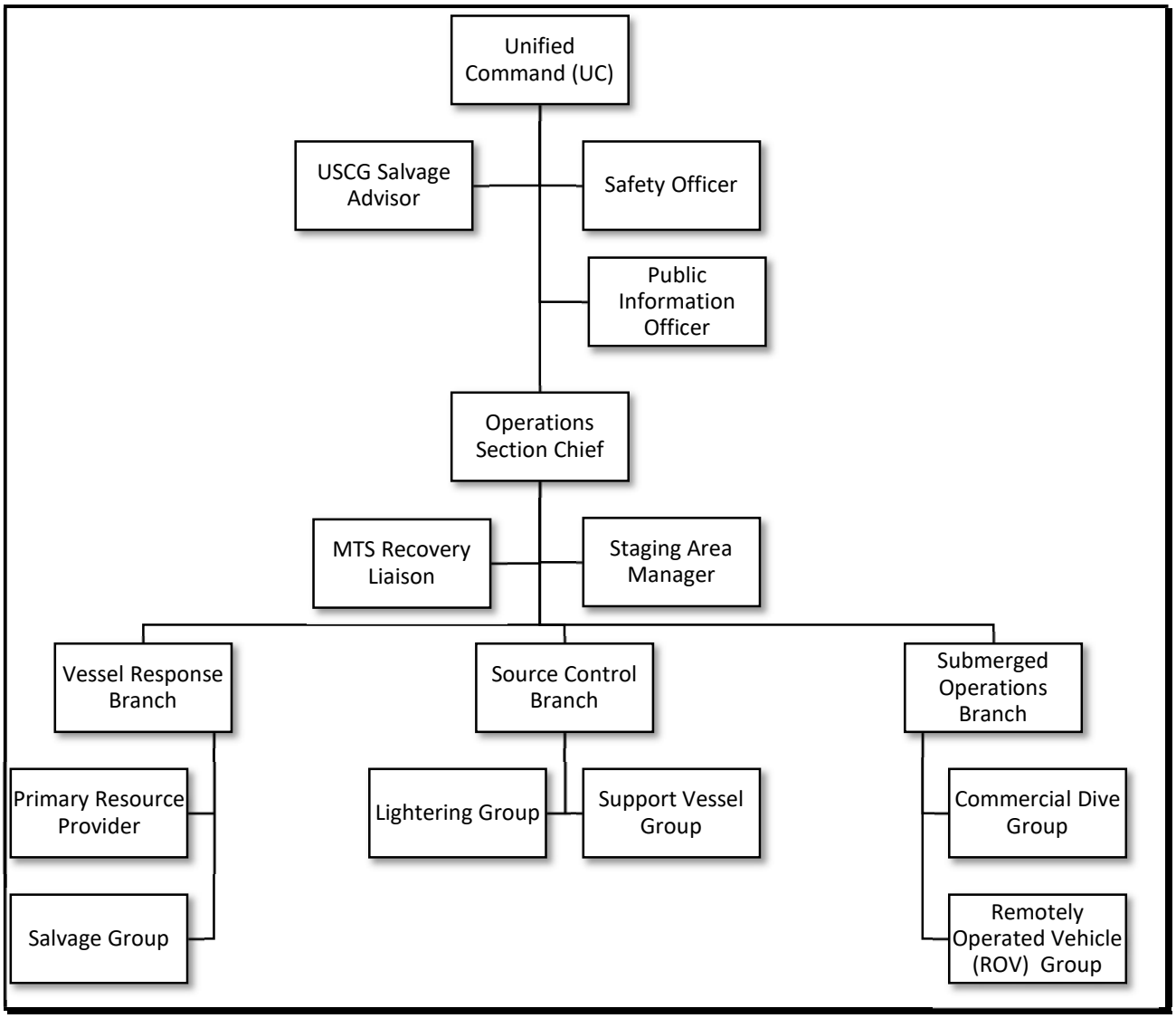


Figure 3.2 Notional ICS Organization

F. BASIC SALVAGE STRATEGIES:

1. During the initial response phase, the identification of strategies needed to set the stage for salvage response in support of MTS recovery should be developed. ***Figure 3.3*** *(next page)* is an example of possible initial incident objectives. Development of salvage and MTS recovery specific tasks should be addressed as part of the IAP planning process in accordance with reference (i).

SAR Objectives	Response Objectives	Assessment Objectives	Reporting Objectives	Initial Strategies
Crew Evacuation and Safety	Control of Vessel	Structural Assessment *See Appendix C*	Vessel Info to MSC SERT	Contain / Control Flooding
Ensure Safety of First Responders during Assessment Phase and Salvage Operations	Fire / Flooding Control	Vessel Stability	Notify all Appropriate Fed, State, and Local agencies	Address Sustained Firefighting & Dewatering
	Establish Safety Zone(s) as Required	Cargo Safety *See Appendix C*	Notify Flag State / Class Society	Stabilize Vessel
		Pollution Assessment *See USCG Sec Del Bay ACP*	Notify Possible Salvage Special Teams (NSF, SUPSALV)	• Appropriate Salvage Contractor Identified • Issue Requirement for Salvage Plan and any operational maritime safety requirements (tow plan) • Issue appropriate MSIBs for mariner safety
		ID Potential MTSR Impacts		Initiate Pollution Response IAW ACP
		ID Potential Resources Needs (Towing, Equipment, Lightering Barges, FF Equip)		IC/UC Consider Possible Supporting Forces (SUPSALV / NSF / USACOE)

Figure 3.3 List of Notional Strategies and Objectives

a. Initial response activities will be in accordance with standing CG Unit Sector Delaware Bay Standard Operating Procedures (SOP). This plan does not establish separate guidance for first responders, boat forces, Ports, Waterways, and Coastal Security Operations, or safety procedures. All resources used during initial response and assessment will be identified on the ICS-201 Incident Briefing and establish the baseline for the Logistics Section (if established) for resource management and support.

b. Initial reports from first responders and/or vessel crew should contain sufficient information to help determine the scope of the incident and develop initial COAs to reduce any associated risk. Of primary importance are the life, safety and health of any crewmembers, first-responders, and the public.

c. Refer to Appendix C (SERT Rapid Salvage Survey Form) for initial reporting information for vessels.

d. Initial assessments conducted in accordance with Appendix C may elicit areas for additional focus/investigation. These assessments may originate from the vessel crew/master; first responders; pollution assessment teams; and other waterway users (pilots/tug operators). Information obtained during the initial incident assessment and briefing should be used to develop the ICS-201 and set the initial incident objectives for the incident response phase.

e. The Response and Prevention Departments, or Operations Section within the IC/UC if initiated, will ensure initial assessment reports are obtained and distributed to the appropriate stakeholders. Salvage reports and initial assessment information will be transmitted via e-mail/fax to the USCG SERT. The initial report/assessment transmitted to the SERT will include the CG Unit Sector Delaware Bay initial response structure and point of contact for salvage response elements.

CG Unit Sector Delaware Bay Prevention or Response Departments, or the IC/UC, if initiated, will coordinate investigation activities with the appropriate Federal and State agencies to determine any responsible parties for vessels, wrecks, or obstructions that represent a significant threat to the public health, safety, welfare, and the navigable waterways of the United States.

2. Determine needs, arrange for, and coordinate provision of salvage response using this plan for CG Unit Sector Delaware Bay or applicable salvage information in the ACP, as appropriate.

   a. Assess the scope of the salvage response needed, including aerial surveys to assist in identifying salvage issues and hydrographic survey of critical waterways/channels. Appendix E provides guidance to assess salvage response needs.

   b. Use the SRP as a coordination and procedural medium to support identification and application of existing salvage authorities and funding mechanisms when salvage response becomes necessary to facilitate resumption of trade and to assist in restoring functional performance of the MTS. Appendix F provides general SRP considerations. Appendix K provides SRP-related acronyms.

   c. Use the ACP to guide salvage operations conducted as elements of oil and hazardous substance environmental response activities.

   d. Identify owners, operators, lessees, and Responsible Parties (RPs) to determine intentions for developing and executing a removal/salvage plan and for assembling the required assets.

   e. Assess and recommend priorities for salvage response needed to reopen the port navigation system to commerce.

   f. Coordinate with the Infrastructure Liaison Officer at the Joint Field Office (JFO), if established, for recovery support; including identification of recovery issues for which FEMA MAs under Stafford Act disaster declarations may be appropriate.

g. Coordinate with the USACE for removal of hazards to navigation by the party with primary responsibility or by the USACE if ownership cannot be determined or removal by the party with primary responsibility cannot be accomplished in a timely manner.

h. Coordinate with ESFs #1, 3, and 10 through the JFO (when established) as necessary and appropriate to arrange for salvage response services.

i. Consistent with reference (m), identify and coordinate the marking of obstructions and hazards to navigation by the owner, or if they fail to act, the Coast Guard and USACE.

j. Coordinate the establishment of a salvage response team with subject matter expertise to conduct site-specific assessments of obstructions to navigation and salvage needs and to develop and implement salvage plans to resolve the obstruction(s) to navigation.

k. Identify hazards to navigation that require removal. Coordinate with the USACE for removal of hazards to navigation by the identified owner or by the USACE if ownership cannot be determined or removal by owner cannot be done in a timely manner.

l. Identify available public and commercial salvage assets when the owner or RP cannot be identified or cannot respond in a timely manner.

m. Monitor impact of recommendations on MTS Recovery.

n. Document salvage response activities and operations.

G. VESSEL RESPONSE PLAN (VRP) REQUIREMENTS AND PLANNING FACTORS:

General: It is essential for the initial response team members to understand the applicability of VRP regulations, the planning factors required for certain services and equipment, and other essential information. This section will briefly describe the process for accessing required VRP information and the essential information necessary to establish initial assessment and survey strategies, site stabilization considerations, and specialized operations such as heavy lift or subsurface operations.

1. VRP: The COTP can access essential VRP information from the USCG Marine Safety Center, who has streamlined the process to obtain VRP information and availability using ***Homeport***. VRP Express (uscg.mil)

Using ***Homeport***, COTPs and owners/operators can manage, track, and review the VRPs and can quickly access critical information essential to the initial response, assessment, planning effort, including service provider contact information and points of contact.

Figure 3.4 is the VRP Express process to review VRP data.

Updated: 17Mar2021

VRP EXPRESS

United States Coast Guard

VRP Express is a program developed to aid both the Coast Guard and our industry partners in managing, tracking, and viewing Vessel Response Plans along with United States SOPEP's and SMPEP's. The purpose of this job aid is to give Coast Guard responders a quick access guide to reference VRPs during a response incident.
SMFF core GSAs are available to the Coast Guard at: VRP 59061—Donjon Smit Americas; VRP 45081—Donjon Smit; VRP 45101—Resolve; VRP 76016—RORC; VRP 45121—T&T Salvage; VRP 66061—FOUO SMFF Information

VRP EXPRESS Quick Reference Card — *Click images to open full size* — *https://homeport.uscg.mil*

I) VRP STATUS BOARD: Vessel Response Plan Search

To search for a Vessel Response Plan, SOPEP, or SMPEP, use the following steps: *To view uploaded plans (Section IV) you will need to be logged into Homeport.*

1) **Open Homeport using the following site: https://homeport.uscg.mil**
2) **Under the "Missions" tab select "VRP Status Board"**

* These steps will open the VRP Search page.

The search page will allow the user to search by plan number, vessel name, IMO Number, and Official Number. Search by plan number whenever possible for best results

II) VESSEL RESPONSE PLAN SEARCH:

There are many ways to use the Vessel Response Plan Search page to locate a vessel. The below example shows the easiest and most affective way. Use the following steps to locate the plans a vessel might be associated with: **(Continuing previous steps)**

3) **Change the "Result Listing" from "Vessels" to "Plans"**
4) **Enter one of the following: Plan Number, Vessel Name, IMO Number, or Official Number**
5) **Then select "Search"**

Search results : Criteria—Official Number (628503)

Plan #	Plan Holder	Plan Preparer	Status	Plan Exp Date	Plan Type
20165	Ingram Barge Company	INGRAM BARGE COMPANY	Authorized	11/06/2023	Tank

III) VRP DETAILS / VIEWING APPROVAL LETTERS:

(Continuing previous steps)

6) **Select desired plan to view the plan details;**
7) **Scroll down to the list of vessels to view the Approval Letter or select the vessels name to view the details / list of authorized zones**

IV) LOCATING / VIEWING UPLOADED PLANS:

All plans being revised or resubmitted are submitted electronically or scanned to electronic format. Once submitted, we upload the document into VRP EXPRESS.

***Reminder:** To view an uploaded plan you must first login to Homeport in step 1. Under "My Homeport" select "Advanced VRP Search" then proceed to follow steps 3 through 6 to view the plan details*

8) **Scroll down to the VRP Tools and select "View Plan"**

9) **Go to Step 2 on the General Tab and click the highlighted plan to save**

This guide provides quick reference information for some VRP EXPRESS functionality.
If you have any questions concerning VRP EXPRESS please contact the VRP Help Desk at (202) 372-1005 or email us at VRP@uscg.mil.

Updated: 17Mar2021

V) LOCATING / VIEWING VESSEL DETAILS & DIAGRAMS:

As plans are formatted differently, sometimes diagrams are added as attachments instead

VI) LOCATING / VIEWING REMOTE ZONE CONTRACTS:

Some COTP Zones require contracts, certifications, or APC documentation. These

Figure 3.4 VRP Express Guide

2. Salvage Services and Response Times for Tank Vessels and Non-Tank Vessels

Figure 3.5 provides the planning factors for services and equipment for vessels when required for salvage operations. The timelines noted in Figure 2 are generally considered Planning Factors, not Performance Factors. Strict adherence to the timelines although desired, may not be achievable due to specific circumstances and are not enforceable.

Service		**Location of Incident Response Activity Timeframe**	
(1) Salvage ***Assessment & Survey:***		**CONUS**: Nearshore Nearshore area; inland waters; Great Lakes; and **OCONUS**: >12 Miles from COTP City (Hours)	**CONUS** Offshore: Offshore area; and **OCONUS**: < or = 50 miles from COTP City (Hours)
1. Remote assessment and consultation		1	2
2. Begin assessment of structural stability		3	3
3. On-site salvage assessment		6	12
4. Assessment of structural ability		12	18
5. Hull and bottom survey		12	18
Stabilization:			
6. Emergency towing		12	18
7. Salvage Plan		16	22
8. External emergency transfer operations		18	24
9. Emergency lightering		18	24
10. Other refloating methods		18	24
11. Making temporary repairs		18	24
12. Diving services support		18	24
Specialized Salvage Operations:			
12. Special salvage operations		18	24
14. Subsurface product removal		72	84
15. Heavy lift [1]		***Estimated***	***Estimated***
(2) Marine Firefighting ***Assessment & Planning:***	***At Pier (hours)***	**CONUS**: Nearshore Nearshore area; inland waters; Great Lakes; and **OCONUS**: >12 Miles from COTP City (Hours)	**CONUS** Offshore: Offshore area; and **OCONUS**: < or = 50 miles from COTP City (Hours)
16. Remote assessment and consultation	1	1	1
17. On site fire assessment	2	6	12
Fire Suppression:			
18. External firefighting teams	4	8	12
19. External vessel firefighting systems	4	12	18
[1] Heavy lift services are not required to have definite hours for a response time. The plan holder must still contract for heavy lift services, provide a description of the heavy lift response and an estimated response time when these services are required, however, none of the timeframes listed in the table in § 155.4030(b) will apply to these services.			

Figure 3.5 Salvage and Marine FF Response Requirements

H. SUPPORT FORCES ACTIVATION:

Appendix D includes general information, and procedures to request supporting forces including but not limited to:

- NSF (Atlantic Strike Team)
- USCG Incident Management Assistance Team (IMT)
- Public Information Assistance Team (PIAT)
- USCG Salvage Engineering Response Team (SERT)
- USN Supervisor of Salvage (SUPSALV)
- NOAA Navigation Response Team (NRT)
- NOAA Mobile Integrated Survey Team (MIST)
- USCG Regional Dive Locker East (USCG RDLE)

All inter-USCG resource requests should either follow the prescribed District 5 Request For Forces (RFF) procedures or, if an IC/UC is stood up should utilize resource request procedures as set forth by the Incident Action Plan (IAP) or those as mandated by the Resource Unit Leader. For class IV and V funded incidents the District Response Advisory Team (DRAT) should be consulted in addition to National Pollution Funds Center (NPFC) for assistance in cost recovery.

I. MTS RECOVERY CONSIDERATIONS:

For all salvage response operations, the activation of a MTSRU will be essential to the development of incident-specific salvage plans. The Marine Transportation System (MTS) Recovery Plan for Sector Delaware Bay includes detailed information on the following:

- Port cargo and waterway priorities
- Stakeholder membership in MTSRU
- Notification Procedures for MTSRU Members
- Standard Procedures for Common Access Reporting Tool (CART)

SECTION 4 - APPENDICES

APPENDIX A. PUBLIC AFFAIRS CONSIDERATIONS:

1. General: The need to create, distribute, and continually update the status of salvage response operations, including any impact on the MTS and any ongoing recovery operations, is vitally important to maintain the economic baseline of the impacted region. The confidence in the MTS and continuity of services provided by local maritime industries is the cornerstone of maritime trade. When an incident occurs that threatens the continuity of services and business in the affected area, maritime interests will quickly and efficiently locate alternative sources of supply or destination for its cargoes, so it is imperative that the public message attesting to the status of the port and its maritime infrastructure reflects the true condition of the port and the efforts being taken to restore trade and services.

2. Joint Information Centers (JICs): A ***JIC*** will be activated during most salvage response incidents resulting in an interruption of the MTS. Guidance, requirements, and procedures for establishing and maintaining an appropriate public information distribution venue can be found in various references including the USCG Incident Management Handbook, COMDTINST 3120.14 (series); Homeland Security Presidential Directive-5 (2003), Management of Domestic Incidents; National Incident Management System (3rd ed. 2017).

3. Use of social media: Coast Guard Fifth District Public Affairs Detachment (PADET) will support Sector Delaware Bay and the IC/UC in developing and disseminating public information regarding the status of the MTS following standard press-release practices and through the use of social media. However, collaboration with other members of the JIC, if activated, may result in multiple social media streams so it is imperative that all information regarding MTS status and recovery efforts is appropriately reviewed and approved by the Public Information Officer (PIO) before posting. All posts must first be made using the following authorized social media accounts or, if created, the designated social media accounts for the response. The following authorized and pre-established social media accounts will be used:

a. **Facebook** U.S. Coast Guard Sector Delaware Bay | Facebook There are several thousand followers on Facebook. This site will be used for incident messaging and information dissemination. Access to this account will be limited to Coast Guard Public Affairs Specialists.

4. Public Affairs Support:

a. **Fifth District Public Affairs**: During Type II and Type I Complex Incidents an enhanced Public Affairs presence will be required. The Coast Guard Fifth District Public Affairs Officer will determine the appropriate personnel and location for this support.

b. **Public Information Assist Team (PIAT)**: The PIAT is a special force available to the Coast Guard via the NSF. The PIAT can assist in establishing a JIC, and providing additional Public Affairs trained personnel and equipment.

APPENDIX B. SALVAGE OPERATION ASSESSMENT CHECKLIST: *Additional risk assessment guidance is located in Reference (q).*

Salvage Stage	Item	X
Salvage Stage I	Initial Risk Assessment	
Vessel Condition	Confirmation of Vessel Status (Grounded / Fire / Flooding / Hull Damage) Status	
	Determine Crew Status (Master-1st Mate-Chief Eng Availability)	
	Assess On Scene Weather	
	Complete Operational Risk Assessment for Responders	
	Obtain Pre-incident fore/aft draft readings	
	Conduct Vessel Systems Evaluation	
	Evaluation of Cargo Status (stability, safety concerns)	
Salvage Stage II	Determination of Responsible Party and Authorities	
Responsible Party	Evaluate Vessel Type and Cargo (Salvage Reg Applicability)	
	Access VRP to Identify Salvage Service Provider/ QI	
	Issue COTP Order/Admin Order w/Salvage Response and Salvage Plan Requirements	
	SERT Notification and Activation	
	Evaluation of Funding Source for USCG Cost (OSLTF, CERCLA)	
	NSF Activation / SUPSALV Support Request	
No Responsible Party	Evaluation of Funding Source (OSLTF, CERCLA, USACE)	
	SERT Notification and Activation	
	NSF Activation / SUPSALV Support Request	
Salvage Stage III	Determination of Strategies and Equipment	
Responsible Party	Coordination with Salvage Service Provider QI	
	Discuss Timeline for Required Stability Calculations	
	Coordination of Info Sharing with USCG SERT	
	Develop COTP Requirements for Incident Specific Salvage Plan	
	Coordinate Incident Specific Salvage Plan Review with USCG SERT	
	Review and Approve/Amend Recommended Strategies	
	Review and Assess Recommended Equipment (pump rates, vessel characteristics and certifications, transit and arrival times)	
Salvage Stage IV	Salvage Response Coordination and Execution	
	Coordinate Development of IAP IAW the Approved Incident Specific Salvage Plan	
	Coordinate Safety and Operational Monitoring of Salvage Operations	
	Adjust Strategies as Required	

Figure B.1 Salvage Operation Checklist

APPENDIX C. SALVAGE ENGINEERING RESPONSE TEAM (SERT) and RAPID SALVAGE SURVEY:

Salvage Engineering Response Team (SERT)

1. SERT Mission

SERT provides immediate 24/7 naval architecture and salvage engineering support to U.S. Coast Guard units in response to vessel casualties, including grounding, sinking, capsizing, allision/collision, and structural damage.

2. SERT Team Composition

SERT members are uniformed, post-graduate trained naval architects and marine engineers, whose primary focus is conducting structural and stability plan review for certificated commercial vessels. Once selected as a SERT member, these individuals also receive extensive training and qualification in salvage techniques and salvage engineering. Many SERT members also have at sea experience onboard ships, are qualified marine inspectors, and have Professional Engineering (PE) licenses.

3. SERT Resources

- **Salvage software:** SERT members are experts in the use of state-of-the-art naval architecture and salvage engineering software packages, including General Hydrostatics and HECSALV.
- **Vessel computer model databases:** SERT has immediate access to thousands of vessel computer models, which can be used to conduct rapid detailed analyses. Members also have access to thousands of additional vessel models through external relationships with classification societies and commercial naval architecture, ocean engineering, salvage, and emergency response firms.
- **External relationships:** SERT has extensive history and experience in vessel casualty response and salvage. The team maintains professional relationships with the American Salvage Association and its members, numerous classification societies, commercial naval architecture and engineering firms, and the Navy SUPSALV. These partnerships enable SERT to quickly access pertinent technical information and rapidly integrate into a casualty response.

4. SERT Services Provided

- Immediate 24/7 support for Coast Guard field units in response to vessel casualties of any size.
- Expertise in commercial vessel design, construction, structures, and stability.
- Independent analysis and technical review of submitted salvage plans, lightering plans, and other documents.
- Direct interface with salvage companies, engineering firms, classification societies, and Navy SUPSALV.
- On-scene technical support, including salvage oversight and engineering analysis.
- Assistance with PREP exercises, including scenario development and SERT “player” participation; and
- Assistance with casualty investigations, including technical review and independent analysis of intact stability, damaged stability, and structural integrity.

5. SERT Contact Information

(24/7) SERT should be contacted by Coast Guard units as soon as practical following a vessel casualty, so that pertinent technical information can be gathered and SERT can be integrated quickly into the early phases of the response.

SERT Duty Officer Phone: **(202) 327-3985**; SERT Duty Officer Email: S**ERT.Duty@uscg.mil**

SERT Rapid Salvage Survey Form (Page 1 of 3)

Instructions: Initial contact with the SERT Duty Officer should be made by phone at (202) 327-3985. The Duty Officer will provide initial assessment of the casualty and guide requests for additional information. If requested, fill this sheet out as completely as possible with the information available. However, items marked with an asterisk (*) are the most critical for initial action and should also be as accurate as possible. Once completed, e-mail the form as an attachment to: sert.duty@uscg.mil. This PDF fillable form is available on the Marine Safety Center SERT web page, which can be found by searching "USCG SERT" on Google, CG MS TEAMS, or Homeport.

Basic Vessel Information:

Vessel name*: _____ Official Number: _____

Classification Society: _____

Length (B.P.)*: _____ Beam*: _____ Depth*: _____

Full load draft*: _____ Service speed: _____ *(if known)*

Vessel type*: ☐ Bulk carrier ☐ LPG/LNG carrier ☐ OBO carrier ☐ Product carrier

☐ Crude carrier ☐ Container ship ☐ RO/RO ship ☐ Break-bulk ship

☐ Barge carrier ☐ Barge with rake ☐ Barge w/o rake

☐ Other: _____

Vessel Response Plan (VRP):

Does the vessel have a VRP? _____ Has the VRP been activated? _____ Who is the designated SMFF provider on the VRP? _____ *(if known)*

Type of Casualty: *(check all that apply)*

☐ Grounding ☐ Sinking ☐ Capsizing ☐ Collision/Allision

☐ Flooding ☐ Fire/explosion ☐ Oil/HAZMAT spill ☐ Structural Damage

☐ Other: _____

Date/Time of Casualty*: _____ **Position*:** Latitude _____

Longitude _____

Vessel drafts*: *(as accurate as possible)*

Pre-Casualty Drafts* Date/Time Taken: _____			Post-Casualty Drafts* Date/Time Taken: _____	
Port	*Starboard*		*Port*	*Starboard*
		Forward		
		Midships		
		Aft		

Bottom Type*: *(for grounding or sinking, check all that apply)*

☐ Mud/silt ☐ Sand ☐ Gravel ☐ Rock ☐ Coral

Water Depth Information*: *(for grounding or sinking)*

Tides *(if applicable)*: Time/height at time of casualty *(if known)*: _____

Time/height at next high tide: _____

Time/height at next low tide: _____

River height or lake level trend *(if applicable)*: _____

Vessel Damage*: *(if applicable)*

Flooding:

_____

_____

Structural Damage:

_____

_____

Vessel Cargo:

Cargo type and quantity: _____

_____

Cargo damage, loss, hazards: _____

_____

Pollution:

Reported pollution, oil spill:

_____

_____

Fuel oil type and quantity: _____

_____

Initial SERT Assistance Required: *(check all that apply)*

☐ Ground reaction, force to free, refloating analysis

☐ Stability analysis ☐ Structural analysis ☐ Damage, oil outflow analysis

☐ Salvage/refloating plan review ☐ Lifting/rigging plan review

☐ Other: _____ ☐ Any/all of the above (as required)

Documentation Available: *(if known, check all that apply)*

☐ General Arrangement Plan ☐ Trim & Stability Book

☐ Capacity Plan, Deadweight Scale

☐ Structural Drawings (Midship Section Plan, Shell Expansion Plan, Deck Plans)

☐ ☐ Other: _____

Onboard Loading Computer: *(if known)*

☐ CARGOMAX (HECSALV) ☐ GLM (GHS) ☐ NAPA

☐ Other: _____ ☐ None/unknown

SERT Rapid Salvage Survey Form (Page 3 of 3)

Additional Information: *(if applicable)*

_____
_____
_____
_____
_____
_____
_____

Primary Contact Information*:

Name: _____ Organization: _____

Phone (mobile): _____ E-mail: _____

Secondary Point of Contact: *(if applicable)*

Name: _____ Organization: _____

Phone (mobile): _____ E-mail: _____

SERT Contact Information (24/7):

SERT Duty Officer Cell Phone: (202)327-3985
SERT Duty Officer E-mail: sert.duty@uscg.mil

*Please scan or save completed form, then e-mail as attachment to: sert.duty@uscg.mil

USCG MSC SERT (REV 01/18)

APPENDIX D.

SPECIAL TEAMS ACTIVATION: *This section will not describe the funding processes as they may already exist in the ACP, including federal, state, and local agency funding options using Pollution Removal Funding Authorizations (PRFAs)*

Special Teams as listed in 40 CFR including the USCG National Strike Force, USCG Salvage Engineering Response Team (SERT), Public Information Assist Team (PIAT), and USN SUPSALV may be activated to support response planning and operations. See Appendix D of this plan or the U.S. Coast Guard Marine Environmental Response and Preparedness Manual, Chapter 11, for specific procedures to activate these teams.

Except for CG SERT providing remote support services, Special Teams require funding streams from either the Oil Spill Liability Trust Fund (OSLTF) under OPA-90 for potential oil discharges and CERCLA for potential release of hazardous materials. If oil or hazardous material discharge or release or the threat thereof is not present or if a Stafford Act Disaster has not been declared, CG Sector Delaware Bay in most cases will be unable to request the support of the deployable Special Teams.

NSF/ Atlantic Strike Team: Provides on scene or remote assistance for oil and hazardous substance incidents; ship damage control and salvage operations oversight; communications support, and generally support the Federal on Scene Coordinator or Incident Commander during a response.

USCG SERT: Comprised of CG staff engineers on call 24/7 to provide immediate salvage engineering support to COTP for a variety of vessel casualties. Capabilities include the assessment and analysis of intact and damaged stability, hull stress and strength, grounding and freeing forces, vessel construction, and safety. CG SERT will provide technical reviews and comments to the COTP/FOSC for incident specific salvage response plans when requested.

PIAT: Crisis communication professionals providing FOSCs with public affairs support during actual or potential oil discharges or release of hazardous materials. PIAT can serve as the Public Information Officer, manage Joint Information Centers, and coordinate media relation activities at a response.

USN SUPSALV: An agency of the U.S. Navy and is highly proficient in ship salvage and salvage-related operations. SUPSALV maintains a broad array of specialized equipment and personnel available for use in salvage operations.

NOAA Navigation Response Team/Mobile Integrated Survey Team: Working with Coast Survey's regional navigation managers, NOAA's navigation response teams (NRT) work around-the-clock after a storm to speed the reopening of ports and waterways. The teams operate trailer-able survey launches equipped with multibeam and side scan sonar which help identify dangers to navigation. When the location of a requested survey is inaccessible by an NRT, Coast Survey's mobile integrated survey team (MIST), may respond. The MIST is led by NRT members who quickly mount, configure, and operate portable survey equipment on a vessel of opportunity or deploy autonomous vehicles. During emergency response the NRTs provide time-sensitive information to the U.S. Coast Guard or port officials and transmit data to NOAA cartographers for updating Coast Survey's suite of navigational charts. The teams also respond to maritime incidents such as vessel groundings, sinkings, or cargo loss that may require underwater searches to mitigate risk to life and property.

The standard product that is delivered (post survey) to the incident command post (ICP) during a response is a GeoPDF. The GeoPDF allows the user to view the document spatially, with the latitude and longitude of the cursor displayed on the screen. GeoPDFs allow different layers to display independently of each other and without specialized software. For example, a typical GeoPDF delivered to the USCG will have a sounding layer, a layer with contours set at requested depths, a sounding plot layer, and the smallest scale chart. The user can turn these independent layers on and off depending on how they want to display the visual data.

The nearest NRT is deployed from Solomon, MD. Further information on the NRT can be found at the following links:

U.S. Office of Coast Survey (noaa.gov) NRT website

U.S. Office of Coast Survey (noaa.gov) NOAA Regional Nav Managers

a-cotp's-guide-to-noaa-nrt-response-final.pdf COTP Guide to using the NRT

USCG Regional Dive Locker East (RDLE): The USCG maintains both an east coast and west coast Dive Locker with trained CG personnel and equipment. Regional Dive Locker East is in Portsmouth, VA. Personnel from RDLE can provide expertise on dive safety plans, conduct ROV inspections, assist with underwater salvage assessments, set up underwater communications and provide technical assistance to both the Operations and Planning Section Chiefs within an IC/UC. Basic contact information is provided in Appendix I of this document.

There is a process to request RDLE assistance however a notification call prior to submitting the request will expedite the process and assist Ops or Planning Section Chiefs who may not be familiar with dive operations. The formal request is sent through the link below (CG network access required).

FY23 Dive Request

Additional Special Teams that may be requested include:

- CG Incident Management Assist Team (CG-IMAT)
- National Pollution Funds Center (NPFC)
- Fifth District Response Advisory Team (DRAT)
- NOAA Scientific Support Coordinator (SSC)

3. USN SUPSALV

USN Supervisor of Salvage (SUPSALV) is an agency of the USN and maintains and extensive inventory of specialized equipment and personnel available to the OSC to support salvage operations in relation to the prevention of the discharge of oil or hazardous materials. Activation of the USN SUPSALV for response operations will follow the procedures noted in the Memorandum of Agreement between the USCG and USN, Enclosure (2) to USCG Environmental Response and Preparedness Manual.

MOU between USCG and USN

When an FOSC makes the determination that a DoD asset or DoD resources are necessary to conduct a response (i.e., SUPSALV), a Military Interdepartmental Purchase Request (MIPR), vice a PRFA, must be established. For more information about establishing a MIPR please refer to NPFC Technical Operating Procedures - Chap 5 (MIPR).

APPENDIX E. SUBMERGED SALVAGE OPERATIONS:

Coast Guard personnel will typically encounter commercial diving operations during the oversight of salvage and pollution response operations and during commercial vessel inspections. During an oil spill or hazardous substance release, the National Contingency Plan (40 CFR part 300) requires that response operations, including commercial diving operations, be conducted in accordance with the requirements, standards, and regulations of the Occupational Safety and Health Administration (OSHA). In general, the OSHA diving standards (29 CFR §§ 1910.401-441) apply to all commercial diving operations that take place in U.S. waters and on the U.S. Outer Continental Shelf. Additionally, when diving in contaminated waters, commercial divers must meet the requirements of the Hazardous Waste Operations and Emergency Response standards of 29 CFR § 1910.120.

USCG policy also sets an expectation for their personnel to inspect commercial diving operations in accordance with their own diving regulations (46 CFR part 197) when operations occur from any deep-water port, offshore platform, or vessel required to have a certificate of inspection.

During a USCG directed and funded oil or hazardous material response, internal Coast Guard policy requires all commercial diving contractors meet the applicable OSHA and USCG commercial diving regulations. This provision is also a requirement of companies awarded a Basic Ordering Agreement (BOA) for pollution response operations. To obtain a BOA, commercial diving contractors "self-certify" that they perform services in accordance with the required OSHA and USCG regulations. Responders must still conduct a summary inspection of the actual on-site diving operation to confirm that commercial diving personnel, operations, and equipment meet the applicable regulations.

ICs and safety officers should ensure that an inspection of the on-site diving operation is conducted to confirm that commercial diving personnel, operations, and equipment meet the applicable regulations. Additionally, checklists should be used/developed to facilitate the inspection of commercial diving operations to protect the health and safety of commercial divers.

Municipal/state and local emergency response teams that have a standing and ready dive team are listed at the end of Tab B in Salvage Resources Contact Information.

Figure E.1 (next page) is a notional dive safety checklist that can be adapted for submerged operations.

Sector Delaware Bay
Initial Emergency Pre-Dive Safety Checklist

References

OSHA	USCG
29 CFR 1910 (Section 410, 421)	46 CFR (Section 197)
COLREGS	ADCI Stds For Commercial Diving and Ops

Dive Operation: [Incident Name]

Date		Start Time		Stop Time	
Location					

Pre-Dive

Mission Safety

☐	Dive objectives and goals are defined, reviewed, and understood by all divers and support personnel.
☐	Diving Emergency Assistance Plan is reviewed (dive chamber, evac route and info, etc.)
☐	All personnel aware of duties
☐	Pre-Dive Safety Brief Held

Risk Assessment and Mitigation

☐	Dive site entry and exit points identified and recognized by all divers/support personnel.
☐	Max Depth and Bottom Time defined for the dive.
☐	Physical conditions (current, water temperatures, entanglement/traps, and other physical hazards identified.
☐	Marine Traffic and appropriate dive safety zones coordinated with USCG.

Diving and Support Personnel

☐	Divers are authorized to performed assigned tasks IAW training and certification.
☐	Divers Qualified.
☐	Support personnel understand all emergency calls and hand signals.
☐	Repetitive dive designation has been evaluated for each diver for any dives in the previous 12-16 hours).

Equipment

☐	Support equipment (vessels, air compressors, tools, etc.) available and trained personnel designated to operate it.
☐	Dive techniques are safe, authorized, and appropriate for the task.
☐	Tools evaluated as appropriate for the task.
☐	Complete dive first-aid kit, O2 resuscitator, “Alpha” flag, Diver Down flag, and de-compression dive tables for air and Nitrox are on-site.

Safety Evaluators

USCG Representative		**Date**	
Dive Master		**Date**	

Figure E.1 Dive Safety Checklist

APPENDIX F: EMERGENCY LIGHTERING CHECKLIST

EMERGENCY LIGHTERING CHECKLIST and DECLARATION of INSPECTION (DOI)

USCG SECTOR DELAWARE BAY

EMERGENCY LIGHTERING PLAN CHECKLIST

Lightering operations within the USCG Sector Delaware Bay AOR are not approved without specific authorization from USCG Sector Delaware Bay. Lightering operations will only be allowed during emergency situations. All lightering operations require a Lightering Plan containing at a minimum, the items on the below checklist. USCG Sector Delaware Bay will review and approve this plan prior to operations beginning.

Discharging Vessel: _____ Operator: _____		
The Lightering Plan should address at a minimum the following:	Check if addressed	Remarks
1. General description of the operation		
2. Involved parties [include Name, Address, Telephone Number, and Point of Contact of the vessel to be lightered and the receiving vessel (s)]		
3. Vessels involved (include discharging vessel, receiving vessel (s) & tugs)		
4. Location, latitude, longitude, mile marker, nearest town, buoy, etc.		
5. Mooring arrangement – Method of approach, mooring and unmooring procedures		
6. Persons in charge of discharging vessel and receiving vessel		
7. Operational time (include estimated start time and estimated completion time) **Daylight startup only**.		
8. Tank capacities and product (include the number of tanks, amount, and product in each of the tanks of the discharging vessel, and the specific tanks to be emptied)		
9. Include MSDS for each product to be transferred.		
10. Vessel stability (Pre, During and Post Transfer)		
11. Tank off -loading sequence		
12. Transfer rate		
13. Static electricity (Bonding/Grounding)		
14. Vapor control		
15. Lighting		
16. Sounding and void check schedule		
17. Communications (At a minimum two radio channels aboard all involved vessels should be monitored)		
18. Emergency Communications		
19. Spill Contingency Plan. **Oil Spill Removal Organization (OSRO) on stand-by. Vessel to be lightered is surrounded by pollution boom**.		
20. Weather, Including tides and current		
21. Site Control		
22. Air Monitoring		
23. Personnel Protection		
24. Decontamination of Personnel and Equipment		
25. **Arrangement for transportation of USCG personnel**		
26. Getting Underway		

Figure F.1 Lightering Plan Checklist

COTP Zone Sector Delaware Bay

EMERGENCY LIGHTERING DOI ADDENDUM

An oil transfer operation may not commence to or from a vessel unless the following requirements are met and agreed upon by the respective transferring and receiving person in charge (PIC). PIC indicate by initialing the appropriate spaces, that the specific requirement has been met.

Discharging Vessel's Name: _____ **Person in charge** _____
Receiving Vessel's Name: _____ **Person in charge** _____
Date _____ Time _____ Location _____

LIST OF ITEMS	Discharging Vessel	Receiving Vessel	Remarks
GENERAL			
1. USCG Sector Delaware Bay and appropriate authorities notified.			
2. Lightering plan approved by the USCG.			
3. Pollution Control & Fire-fighting Equipment checked and ready for use.			
4. OSRO placed on stand-by.			
5. Engines, steering gear, controls, and navigational equipment tested and in good working order.			
6. Anchors made ready for dropping.			
7. Protrusions on outboard or side of berthing retracted.			
8. Sufficient time remaining for daylight start-up.			
9. Portable transceiver sets tested and are intrinsically safe.			
10. Vessel to be lightered is surround by pollution boom.			
11. Voids checked on schedule. Soundings taken at regular intervals.			
MOORING			
11. Mooring System (including lines, bits, winches, heaving lines, handling and fendering gear) in good working order. Communications established regarding arrangement. Fire axes in position fore and aft.			
12. Power on winches and windlass.			
13. Mooring gangs in position.			
HOSES/MANIFOLD			
14. Hose lifting equipment checked and found ready for use.			
15. Hoses checked and found to be in good order.			
16. Manifold connections ready and marked.			
BRIDGE/DECK OPERATIONS			
17. Radio station closed down and aerials grounded.			
18. Qualified 24 hr wheelhouse watch and qualified anchor watch set.			
19. Deck watch established with particular attention to mooring, fendering, hoses and manifold observation?			
20. Mooring crews instructed how to cast off in the event of an emergency breakaway.			
21. Accommodation doors and ports closed.			
22. Area vessel traffic checked.			
23. Radio watch established to make passing arrangements with vessel traffic. Monitoring channel 16 and additional working channel.			
24. Navigational signals displayed.			
25. Gangway in position and secured.			

Figure F.2 Lightering Addendum

COTP Zone Sector Delaware Bay

EMERGENCY LIGHTERING DOI ADDENDUM (cont.)

ENGINEERING/TRANSFER OPERATIONS	Discharging Vessel	Receiving Vessel	Remarks
26. Chief engineer briefed on engine requirements.			
27. Efficient and qualified engine room watch established, and main engines on standby.			
28. Initial, maximum, and topping off rates agreed with receiving vessel.			
29. Grounding procedures properly established.			
30. Hoses properly connected, and inspected for leaks as pressure is slowly brought up.			
31. Firefighting and pollution response equipment checked and ready for use.			
32. Sea and overboard discharge valves of cargo system tightly closed and sealed.			
33. Tools located at manifold ready for rapid disconnecting.			
34. Agreed tank venting system being used.			
35. Inert gas system operating.			
BEFORE UNMOORING			
36. Method of disengagement and of letting go moorings agreed with other ship.			
37. Mooring crews instructed to cast off only in the manner and when requested by the maneuvering ship.			

THE ABOVE LIST OF ITEMS HAS BEEN ADDRESSED	THE ABOVE LIST OF ITEMS HAS BEEN ADDRESSE
Discharging Vessel PIC _____	Receiving Vessel PIC _____
Position: _____	Position: _____
Signature _____	Signature _____

Figure F.2 Lightering Addendum

NOTE - Before lightering operations commence, a Lightering Plan (see Lightering Plan Checklist) must be submitted and approved by USCG Sector Delaware Bay. In addition, a Sector Delaware Bay representative must be on-scene to review operations and completion of both the DOI for the transfer and this Lightering DOI Addendum.

APPENDIX G. LOCAL MARINE SALVAGE RESOURCES:

Tab A – Regional / National Salvage Contractor Resource List

Company	Location	Phone Number	Capabilities (equipment, services and resources)	Website / Comments
Donjon Marine Co., Inc **(Also for OPA 90 requirements is called DonJon-Smit)**	**Hillside, NJ**	**(703) 299-0081**	• Salvage and Wreck Removal • Dredging • Marine Towing, Floating derrick barge and Barge transportation services (Bulk and break-bulk commodities) • Marine Engineering • Heavy-Lift Derrick Barge, Lashing and Securing • Marine Demolition • Diving	**http://www.donjon-smit.com/** Presently deployed out of Houston, TX
MSRC	Herndon, VA Equipment staged in Chester, PA	1-800-645-7745	OSRO Lightering ROV/UAS Tugs Pumps Storage Dive Ops	www.msrc.org MSRC has a fantastic comms trailer and very good logistical support in and around the Del Bay Region.
National Response Corporation	Great River, NY (Pollution Vessels staged in Cape May, NJ)	(631) 224-9141 24 hr 1-877-880-4672	Hazmat Response Large Vessel Salvage Pollution Response (OSRO) Dive Ops	https://nrcc.com
Resolve	Deployed out of Ft Lauderdale, FL (Immediate salvage and MFF provider inside and outside the Delaware Bay)	(954) 764-8700 24 hrs	Salvage & marine Firefighting Dive Ops Heavy Lift Pumping Lightering Demolition	http://resolvemarine.com Resolve has subcontracts with Northstar and has equipment staged at the DBRC facility in Linwood, PA
SMIT Salvage Americas, Inc.	Houston, TX W/ Warehouses in NY and MD (No actual equipment or subcontracts inside the Delaware Bay region)	(281) 372-3500	• Marine emergency response, Wreck removal, Marine and salvage • Underwater bunker/cargo removal, Under water survey • Marine fire fighting • Diving services	Smit is the International Brand of Don Jon Smit SMIT is a provider of emergency response services in which the individual expertise of Donjon and SMIT are combined. www.smit.com

T and T Salvage	8717 Humble Westfield Road Galveston, TX 77338	(713) 534-0700 hrs	Salvage & marine Firefighting	http:\\www.teichmangroup.com
Certified Marine Chemist	2 in PA and 1 in NJ None in DE			Find a Chemist - Marine Chemist Association

Tab B – Local Salvage Resource Contact List

Company	Location	Phone Number	Capabilities (equipment, services and resources)	Website / Comments
Alpat Towing & Salvage	Manahawkin, NJ	(609) 597-6040	• Boat Towing & Salvage	
Associated Marine Salvage, Inc.	Miami, FL (Corporate Office) Port Orange, FL (No equipment staged inside the Delaware Bay Region)	24 hrs 305-644-9636 (305) 644-3034 (24 hrs) (305) 644-9370 Fax (386) 322-3630 (386) 322-3399 Fax	• Marine Casualty and Wreck Removal • Pollution Control and Prevention • Commercial Diving • Towing	http://www.amsisalvage.com/ AMSI personnel and full contingent of all necessary equipment are "ready to go" to respond to serve you, throughout the U.S. East Coast, Gulf Coast and entire Caribbean region, as well as anywhere else you may need us.
Budget Boat Towing & Salvage	Point Pleasant Beach, NJ	(732) 899-6010 (732) 899-5859 Fax	• Boat Towing, Diving & Salvage	www.budgetboattowing.com/
Ebb Tide Marine, Inc.	Waretown, NJ	(609) 660-7777	• Boat Towing & Diving	
Eason Diving & Marine Contractors, Inc.		(843) 747-0548	• Dive Operations (Hull survey)	Submerged oil recovery operations, contaminated diving operations (including oil, sewage, hazardous material recovery). Subcontractor with NRC, also has a BOA with the Coast Guard.
Marine Towing & Salvage, Inc	Barnegat Light, NJ Cape May, NJ	(609) 978-5922 (609) 898-8600	• Boat Towing & Salvage	
McAllister Towing	Camden, NJ	(856) 966-0811	• Boat Towing	

NorthStar Marine Services	Cape May, NJ Philadelphia, PA Leesburg, NJ Clermont, NJ (Immediate salvage and MFF provider inside and outside the Delaware Bay)	(609) 263-6666	• Towing • Jack Up Salvage Rigs • Marine Fire Fighting • Commercial Dive Ops • Oil Spill Response (OSRO) • Heavy Lift/Barge • Marine Demolition • Dredging • Offshore Capable	www.northstarmarineinc.com info@nstarmarine.com
Progress Marine, Inc.		1-800-844-7792	• Dive Operations (Hull survey) • Silt removal and disposal • ROV inspections • Marine construction • Emergency dredging	Progress Marine has six qualified divers who can conduct hull surveys. They can respond to the Marcus Hook area within 3 hours and Delaware Bay within 4 hours. They have a 45 foot boat that they can hire in Cape May, but may need to use a Coast Guard boat as a platform.
Sea Tow	Toms River, NJ (Sea Tow of Manasquan) Point Pleasant Beach, NJ Brigantine, NJ Tuckerton, NJ Beach Haven, NJ	(732) 270-1324 (732) 270-0645 Fax (732) 262-0909 (609) 399-5501 (609) 294-1595 (609) 492-1677	• Boat Towing & Salvage • Boat Towing, Diving & Salvage • Boat Towing • Boat Towing • Boat Towing	http:// seatowmanasquan.net
Sea Tow of Sea Isle City/Cape May/Delaware Bay	Clermont, NJ	(609) 263-2222 (609) 624-1055	• Boat Towing	http://www.seatowcapemay.com/ Service the entire southern coast of New Jersey, as well as the entire Delaware Bay and to the Canyons 100 miles out into the Atlantic Ocean. Sea Tow SIC/CM/Del Bay monitors VHF Channel 16 and will respond 24 hours a day.
Shamrock Towing & Salvage	Ocean City, NJ	(609) 391-9878	• Boat Towing & Salvage	http://shamrockmarinetowing.com/ Towing and salvage services for commercial vessels from NY to Norfolk

U.S. Navy Naval Sea Systems Command (NAVSEA) **Supervisor of Salvage (SUPSALV)**	Washington Navy Yard, DC	(202) 781-1731 (202) 781-3889 After hours – NAVSEA Duty Office (202) 781-4588 SUPSALV Fax	• Ship Salvage • Dive Operations • Pollution Response • Underwater Ship Husbandry (UWSH)	http://www.supsalv.org/ The Emergency Ship Salvage Material (ESSM System is a managed network of emergency response equipment stockpiles pre-positioned to support and augment US Navy Fleet capability in the areas of Salvage, Diving, Pollution Response
Walker Diving Contractors, Inc.	75 Waterford Blue Anchor Rd Hammonton, NJ 08037	609-704-8650	• Dive Operations (Hull survey) • Underwater Survey • Pier/Facility Inspection • Basic vessel repair/detangling props etc	Walker Diving Contractors has ten qualified divers who can conduct hull surveys. They can respond to the Marcus Hook area within 2 hours and Delaware Bay within 3 - 4 hours. They have their own vessels but may depend on a launch service to get them to the site.
Weeks Marine, Inc.	Cranford, NJ (Corporate Office) Camden, NJ Jersey City, NJ (Marine Yard)	(908) 272-4010 (908) 272-4740 Fax (856)-963-0963 (856)-963-0723 Fax (201)-435-0804 (201)-435-9858 Fax	• Dredging • Construction • Marine Transportation, Marine towing, Salvage towing, • Heavy-Lifting and Salvage • Equipment Charter/Rental	http://www.weeksmarine.com/index.html
Wilmington Tug	Wilmington, DE	(302) 652-1666	• Boat Towing	

State/County/Local responders with dive teams and ROV access:

Philly PD (215-685-1766)

PA State Police (215-560-6200)

NJSP (LT Anthony Tomasello) 609-618-7036)

DE State Police (302-739-5996)

Tab C – Marine Construction Companies

None Identified that meet planning, hazwoper, VRP/IMO/MTSA standards

Tab D – Dry Dock / Ship Repair Salvage Related Services

General port restrictions for the following three repair yards are:

- ***Commodore Barry Bridge (South) – Restrictive Air Draft: 58.5 meters (191 feet) to the Atlantic)***
- ***Delaware Memorial Bridge (South) – Restrictive Air Draft: 58.3 meters (191 feet) to the Atlantic)***

Rhoads Drydock:

Ship Repair & Overhaul - Rhoads Industries (rhoadsinc.com)

Contact Information:

1900 Kitty Hawk Avenue
Building 57
Philadelphia, PA. 19112

T: 267.728.6300
F: 267.728.6700
info@rhoadsinc.com

Rhoads maintains two lay berth piers with deep water access at the location of the south end of the former Philadelphia Navy Yard for short and long-term needs. The Piers have access to all the necessary utilities and equipment for supporting a full range of hull, mechanical and electrical ship repair projects. Both piers are more than 850 ft. in length with a 30 ft draft capacity.

Lay berth services are available 24/7 and arrangements can be made on short notice, including potable water, shore power, provisioning, and crew transfer. Rhoads also features one of the largest, all-concrete and granite-faced graving docks in the U.S.

In addition, Rhoads operates Dry Dock #2 at the Navy Yard facility.

Dry Dock #2:
744 feet 7 inches (226.95 m) Long
140 feet 3 inches (42.75 m) Wide
30 feet (9.1 m) Depth
The dock was built in 1908 and is graduated upwards with concrete “lifts”. This means that the width at the bottom of the dock will be much smaller than the width at the top. Length is also measured at the top of the dock and will be much smaller at the bottom. Depth is consistent throughout.

Rhoads rapid mobilization, vessel repair services and crane-served facilities run the gamut from heavy steel assembly and fabrication, roll form and fit up to 1” and process piping fabrication to electrical services and pipe and valve repair. The company offers full-service coatings capabilities, and ABS welding capabilities. The Rhoads shipyard repair force includes seasoned welders, fitters, and riggers, all of whom have executed a wide variety of complex ship repair projects, from extensive in-water hull

repairs to routine dry-docking of ships, tugs, and barges, all in accordance with ABS, IMO, and USCG regulatory standards.

The capabilities of Rhoads' Building 57 has an additional capacity of 300,000 square feet of enclosed fabrication space, as well as a 200-ton bridge crane capacity.

Philadelphia Ship Repair

5195 South 19th Street
Philadelphia, PA 19112
Phone: 215-339-1026
dconnors@nashiprepair.com

Philadelphia Ship Repair - North Atlantic Ship Repair (nashiprepair.com)

The Philadelphia Ship Repair drydock is operated by North Atlantic Ship Repair (NASR) and located near the mouth of the Schuylkill River at the former Philadelphia Navy Yard. The company routinely accomplishes significant ship repairs while the vessel is in drydock to meet the regulatory and owner requirements for the vessels.
NASR dry docking facilities assist fleet managers and vessel owners with the installation and repair of the following systems.

- Drydocking
- Emergency Ship Services
- Propeller and Shafting Inspections and Repairs
- Rudder Inspections, Testing and Repairs
- Sea Chest Opening and Inspections
- Sea Valve Repairs
- Anchor Chain Ranging, Inspections and Painting
- Hull, Structural and Deck Painting
- Machinery Overhauls, Upgrades & Installations
- Joinery Repairs and Upgrades
- Cathodic Protection Inspection, Repairs and Upgrades
- Structural Steel Renewal
- Pipe Renewal
- Vessel Switchboard Cleaning
- Fan and Motor Overhauls
- Cargo Gear Inspections, Maintenance and Repairs
- Weight Testing of Cargo Gear

Advanced dry dock accommodations can be made for advanced planning purposes.

GRAVING DOCK

60,000 tons displacement capability
Length: 299.9 meters (984 feet)
Breadth at the top of blocks: 34.8 meters (114 feet)
Breadth at the top of dock: 43.9 meters (144 feet)

Crane capacity is up to 50 tons lifting capability to a heigh of 35 feet above the dock.

Pier has Water, electric and sanitation hookups with standard IMO and SAE fittings. There is a dedicated workshop area with 25,000 square feet of industrial capacity.

Philadelphia Shipyard

2100 Kitty Hawk Avenue

Philadelphia, PA 19112

(215) 875-2600

Info@phillyshipyard.com

matthew.cassidy@phillyshipyard.com (Public Affairs and Corporate Contact)

Repairs & Maintenance - Philly Shipyard

Philly Shipyard is a leading U.S. shipbuilder that is presently pursuing a mix of commercial and government work. It possesses a state-of-the-art shipbuilding facility and has earned a reputation as a preferred provider of ocean-going merchant vessels with a track record of delivering quality ships, having delivered around 50% of all large ocean-going U.S. Jones Act commercial ships since 2000.

While the facility presently has contracts for ship building the yards have been used for ship repair and refit. The facility has two primary docks with supporting cranes.

Past dry-docking refit projects have included services such as:

- Routine dry dock maintenance items
- Sea valve maintenance and replacement
- Propeller and hub work
- Steel renewal
- Underwater hull blast and paint
- Topside painting
- Engine maintenance

Dry Dock 4
One of two identical 330m (1,092ft) long by 45m (150ft) wide U.S. Coast Guard certified graving docks that date back to World War II. Dry Dock 4 is used as a dry dock for vessel erection, and can be subdivided by an intermediate dock gate for erection of two vessels in tandem.

Goliath Crane
Our 660-metric-ton gantry crane is the largest in U.S. commercial Jones Act shipbuilding, and is used primarily to transport grand blocks into Dry Dock 4.

Luffing Cranes
Two 50-ton capacity cranes flank Dry Dock 4 to support rigging of material and equipment onto the vessel during erection.

Dry Dock 5
One of two identical 330m (1,092ft) long by 45m (150ft) wide USCG-certified graving docks that date back to WWII. Dry Dock 5 is used as a wet berth for vessel final outfitting and commissioning.

AL-94 Crane
This 60-ton capacity crane services Dry Dock 5, running the length of the East side of the dock.

Yank Marine, Inc.

Mosquito Landing Road
Tuckahoe, NJ 08250
Phone: 856-785-0100
Fax: 856-785-1110
Email: bjyank@yankmarine.com

Vessel Repairs - Private Yachts, Commercial and Fishing Craft, Military Vessels | Yank Marine

Navigation Coordinates: 39.293914, -74.749606

Located on the Tuckahoe River, approximately 12 miles from the Great Egg Harbor Inlet. 20 miles from both Cape May and Atlantic City, and 60 miles from Philadelphia.

This yard offers 18,000 square feet of enclosed building space for repairs of vessels up to 150 feet in length and can currently lift vessels up to 300 metric/330 US tons with our Marine Travelift and haul vessels up to 600 tons with our marine railway.

Yank Marine Services, LLC
487 Main Street
Dorchester, NJ 08316
Phone: 856-785-8810
Fax: 856-785-8851
Email: bjyank@yankmarine.com

Vessel Repairs - Private Yachts, Commercial and Fishing Craft, Military Vessels | Yank Marine

Navigation Coordinates: 39° 16' 09.29 North / 74° 59' 00.77 West

Located on the Maurice River in Cumberland County, New Jersey. We are 6 miles from the Delaware River and Bay and 50 miles from Philadelphia.

This yard offers a new 175-foot-long berthing dock and a new 820 metric ton Marine Travelift that can currently lift vessels up to 820 metric/903 US Tons and 200 feet in length, as well as a 50 metric ton Marine Travelift for smaller/lighter vessels up to 50 metric /55 US tons and 65 feet in length.

Tab E – Compressed Gas Companies

Compressed Gas Companies			
Company	**Gas Type(s)**	**Website**	**Telephone**
Praxair	*CO2/N Nitrogen / Special Order Mixtures*	https://www.lindedirecet.com	*215-533-1769*
Keen Gas Co.	CO2/ Nitrogen and special mixes in large quantities	www.keengas.com	302-594-4545

APPENDIX H. INCIDENT SPECIFIC SALVAGE PLAN REVIEW:

This appendix describes the basic review process for incident specific salvage plans submitted by a RP/QI. While not all inclusive, the intent is for this section to act as a resource for Sector/COTP personnel for expectations on salvage plan review, essential information that should be considered, and clarify the relationship in salvage plan review with USCG SERT and assigned NSF personnel.

This Appendix provides general guidance and consideration for Prevention, Response, Incident Management Division, or IMT (Salvage Group) personnel in conducting a review of Salvage Plans submitted by a RP/QI. The intent is to clarify the role of the USCG when reviewing submitted plans for safety, technical, tactical, and multi-agency coordination actions. In all circumstances, the assistance of the USCG SERT is strongly encouraged for all submitted salvage plans.

1. Salvage Plan Requirement: The COTP will normally require the submission of a Salvage Plan for USCG approval from any RP prior to initiation of vessel stabilizing or salvage/wreck/obstruction removal operations. Generally, the requirement to submit a salvage plan will come in the form of a COTP Order or Administrative Order, if applicable, and establish specific requirements for plan content. While each scenario presents unique challenges and risk factors, the COTP Orders or Administrative Orders may include the requirement to provide the following basic elements in an initial Salvage Plan:

- Basic incident information including date and location-specific information
- Vessel Particulars including cargo/fuel onboard
- Survey of the structural integrity and seaworthiness of the vessel
- Stability review approved by a Naval Architect and USCG SERT
- List of proposed initial actions

To provide the above information, the deployment of salvage response personnel and USCG personnel may be required. In all cases the **safety of all response personnel must be an overarching requirement** for all phases of a salvage response with safety procedures and protocols clearly articulated.

The USCG SERT developed Brief Sheets for Coastal/Offshore Salvage Plans and Inland/Harbor Salvage Plans. These Brief Sheets are available thru the District DRAT member or the SERT Desk.

2. Salvage Plan Review: Sector Delaware Bay will establish during an incident, a Salvage Plan Review Team consisting of marine inspectors from the Prevention Dept., Incident Management Division personnel from the Response Department, representatives from Emergency Management and Force Readiness, and an ICS-SOFR qualified member. This team will be activated and normally become part of the Salvage Group assigned to the IC organization. A lead Salvage Plan Review Team representative will be selected for each salvage operation and be responsible for establishing the objectives and timeline for the review of a submitted Salvage Plan. The review of the submitted Salvage Plan will focus on the following basic elements:

- **Safety**: Identify the operations anticipated in the Salvage Plan and consider all safety aspects associated with the task including onboard responder safety protocols, communications, emergency services support and reaction times, types of vessels involved, and weather/sea conditions.

- **Data Integrity**: Review all dates, essential numbers or figures, draft readings, and any other similar factor for accuracy. Many Salvage Plans are copies of previous versions and may contain incorrect information inadvertently copied or not updated to reflect the current vessel/conditions.
- **Assist Vessels**: Many salvage operations require the hiring/contracting of support vessels to provide essential services such as equipment transport, heavy lift, lightering support, and more. ***In all cases, a review of the vessel's certification (if required), licensing requirements, authorized operating area/routes, and any outstanding USCG OCMI requirements must be reviewed.***
- **Towing**: A review of any proposed tow plan requires a review to ensure appropriately powered and configured tow-vessels are in use, types of tow wire and bridles, communication procedures, and coordination of any vessel movement with local stakeholders (i.e., Pilots/Docking Pilots).
- **Lightering**: Cargo lightering including liquid cargoes, containerized, bulk, or break-bulk, presents a significant operational risk and must be carefully considered. Appendix F includes an example of a Lightering Plan review Checklist and Declaration of Inspection for Lightering.
- **Dive/Submerged Operations**: Any documented request or intent to conduct submerged operations increases the operational risk and requires experience-based review of the stated operations. Specifically, dive operations require experience in the type of diving operations used in salvage operations. If applicable, support by the USCG NSF or other CG Units with diving operations should be considered to assist in dive operation oversight. See Appendix E for dive operation safety information.

There will be technical and engineering calculations likely associated with a Salvage Plan submission. **Unless members of the Salvage Plan Review Team have specific training and experience/qualifications, any calculations associated with hull integrity, stability, and other similar engineering data, if required by the COTP, must be reviewed by the USCG SERT**. The partnership between the COTP/IMT personnel and USCG SERT will be ensure that the salvage service provider has confidence in the feedback and requirements of the USCG.

3. Supporting Information: The type of casualty or incident resulting in a salvage operation/obstruction removal/wreck removal will dictate the complexity of the Salvage Plan. Additionally, the characteristics of the incident will also add additional levels of complexity in the plan and include:

    - Flooding
    - Fire
    - Additional Vessels Involved
    - Vessel Type(s) and Location

The COTP may find it more productive to view the submitted plan in terms of Phases of the salvage operation. It will be difficult to determine what will occur in the long-term for salvage, however, the initial stages of a salvage operation will require a greater level of detail than anticipated later-stage operations.

Example: A vessel fire resulting in the requirement to submit a Salvage Plan may result in the COTP requiring a phased approach to the planning:

- **Phase I – Post Fire / Initial Assessment (structural/stability/systems).**
- **Phase II – Overhaul of Remaining Spots, Cargo assessment, and Cargo Removal Plan**
- **Phase III – Cargo Removal (solid and liquid cargoes including lightering plans)**
- **Phase IV – Final Disposition of Vessel**

Phase I would have a greater level of detail on the initial submission than Phase IV will have. This will assist the IC/UC in its planning effort as the response transitions from one phase to the next phase.

4. Salvage Plan Updates: Salvage operations are dynamic in nature and require consistent review of the current assumptions and calculations. Conditions including on-scene weather, supporting vessel or equipment casualties, or other influences require the IC/UC to constantly review the characteristics of the plan and, where deviations are necessary, ensure these are appropriately documented.

In addition to dynamic changes, the salvage operations will also be influenced during the transition between the salvage phases noted above. It is essential for the IC/UC to ensure that a documented update to the Salvage Plan is complete before transitioning to the next operational phase. This update will include new information for the new Salvage Response Phase as well as additional information available for the follow-on Phases if available.

APPENDIX I. FEDERAL ON SCENE COORDINATOR (FOSC) NOTIFICATION LIST:

Agency	Location	Name	Work Phone	Email
NRC	Washington, DC	Duty Officer	1-800-424-8802	
SERT	Washington, DC	Duty Officer	(202) 327-3985	sert.duty@uscg.mil
USACE	Philadelphia, PA	Duty Officer	(215)-656-6757)	
NOAA SSC	Manasquan, NJ	Frank Csulak	732-872-3005 W	Frank.Csulak@noaa.gov
			732-371-1005 C	
NOAA Regional Navigation Mngr.	Solomons, MD	Ryan Wartick	571-305-0995 C	midatlantic.navmanager@noaa.gov
Maritime Exchange	Philadelphia, PA	Duty Person	215-925-1524	
Philadelphia Pilots	Philadelphia, PA	POD	215-465-8340	
Lewes Pilots	Lewes, DE	POD	302-645-8538	
PADEP	Harrisburg, PA	Duty Person	800-541-2050 (24hr)	
			484-250-5900	
NJDEP	Trenton, NJ	Duty Officer	877-927-6337	
			Option 2	
DNREC	Wilmington, DE	Duty Officer	800-662-8802	
USCG Atlantic Strike Team	Fort Dix, NJ	Duty Officer	(609) 556-9376	

Dept of Interior Region 1	Boston, MA	Duty Officer	617-592-5444 (24hr)	
DOI Rep		Andy Raddant	617-223-8569	andrew_raddant@ios.doi.gov.
Department of Interior Region 2	Philadelphia, PA	Duty Officer	215-266-5155 (24hr)	
DOI Rep		John Nelson	215-597-9845	John_Nelson@ios.doi.gov.
NPFC	Washington, DC	Duty Officer	202-494-9118	
US EPA Region 1	Edison, NJ	Duty Officer	732-906-6850	
			732-321-4370	
US EPA Region 2	Philadelphia, PA	Duty Officer	215-814-9016	
			215-814-3255	
SUPSALV	Washington, DC	Duty Officer	202-781-3889 (24hr)	
			202-781-1731	
DRAT	Portsmouth, VA	Dave Pugh	757-373-4133 (Cel)	Dave.e.pugh1@uscg.mil
			757-398-6376	
NTSB	Washington, DC	Duty Officer	844-373-9922	
USCG Dive Locker East	Portsmouth, VA	CO/OPS	509-844-1138 619-990-6480	Christopher.k.hall2@uscg.mil Donald.b.selby@uscg.mil

APPENDIX J: EXAMPLE INCIDENT ACTION PLAN

1. Incident Name	2. Prepared by: (name)	INCIDENT BRIEFING
SALVAGE INCIDENT EXAMPLE IAP	Date: Time:	ICS 201-CG

3. Map/Sketch (include sketch, showing the total area of operations, the incident site/area, overflight results, trajectories, impacted shorelines, or other graphics depicting situational and response status)

INSERT GRAPHIC OF INCIDENT AREA

4. Current Situation:	PROVIDE INCIDENT SUMMARY AND CURRENT STATUS

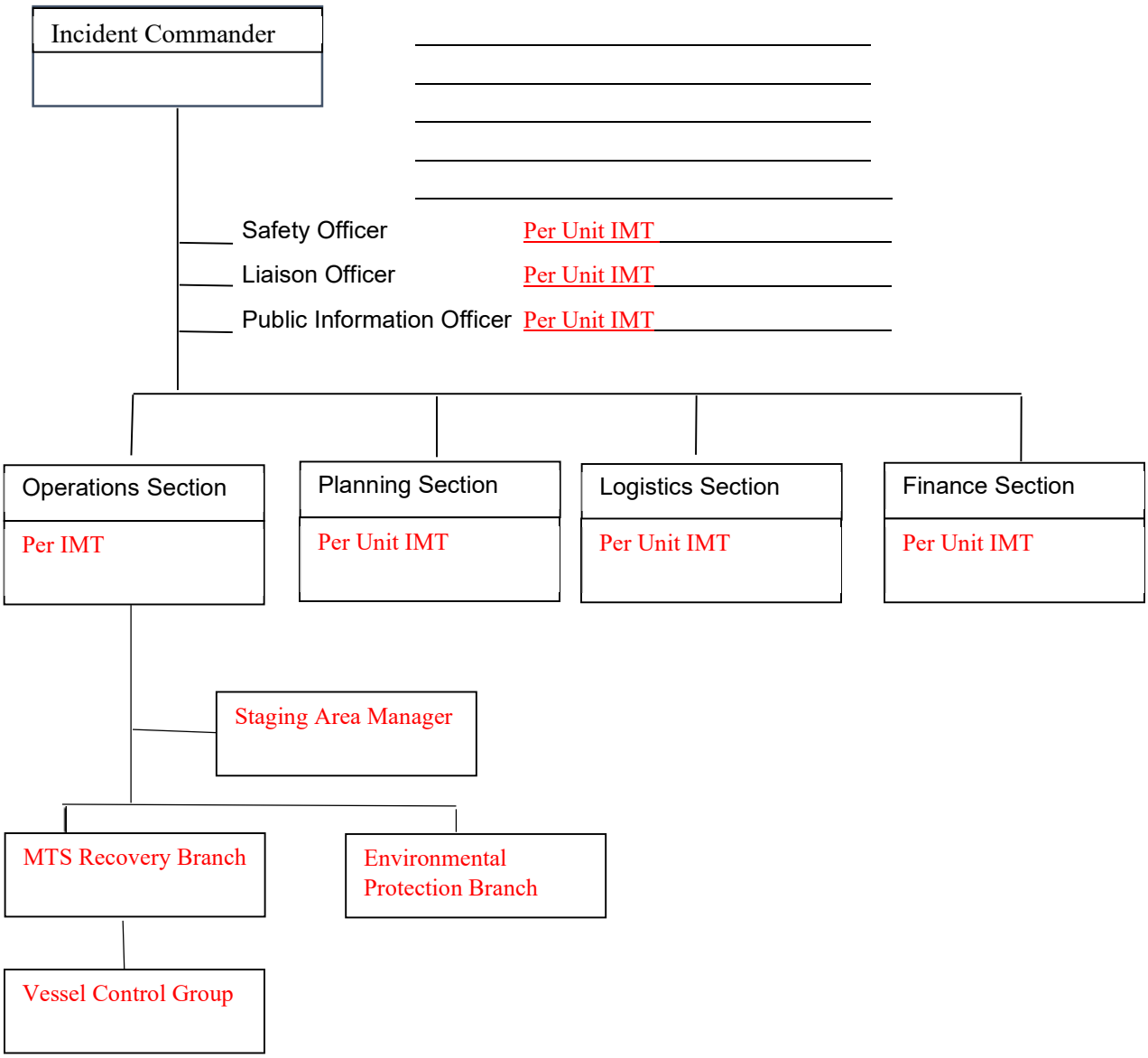
1. Incident Name	2. Prepared by: (name)	INCIDENT BRIEFING
SALVAGE INCIDENT EXAMPLE IAP	Date: Time:	ICS 201-CG

5. Initial Response Objectives, Current Actions, Planned Actions	
	Select from one of the below Initial Objectives and Incident Priorities.
	A. Provide for the safety and security of responders as well as maximize the protection of public health and welfare
	B. Locate and evacuate all passengers and crew
	C. Implement accountability process to account for passengers and crew with 100% accuracy
	D. Implement measures to isolate, contain, and stabilize the incident including the establishment and adjustment of security perimeters.
	E. Implement a coordinated response with the vessel master, fire, law enforcement, and the commercial salvage and marine firefighting resource providers.
	F. Initiate actions to stop or control the source of discharge and minimize the total volume released.
	G. Identify impacts on the MTS and port operations because of the incident.
	H. Establish an appropriate incident management organization that can effectively meet the initial and long-term challenges required to mitigate the incident
	I. Identify and establish incident support facilities to support incident response efforts.
	J. Keep stakeholders, public, and the media informed of response activities
	K. Identify safe refuge / berth for impacted vessel and develop / implement transit plan to include destination or berth for the vessel or vessels.
	Command Incident Response Priorities
	1. Safety of responders and the public.
	2. Protection of the environment
	3 Restoration of the MTS
	4. Preservation of property

1. Incident Name SALVAGE INCIDENT EXAMPLE IAP	2. Prepared by: (name) Date: Time:	INCIDENT BRIEFING ICS 201-CG

	Sector Tasking
	Prevention Department – supervise and advise the Sector Commander on initial vessel status, incident stabilization activities, and salvage or salvage plan requirements. Advise on the need to activate USCG SERT to support salvage plan review.
	Response Department – supervise and advise the Sector commander on initial environmental protection and any port security activities affecting the initial response/assessment/salvage. Advise on the need for special force support i.e., NSF, SUPSALV
	Emergency Management and Force Protection – stand up an appropriately sized IMT
	Logistics Department – manage all contracting issues, including coordination with Shore Infrastructure Logistics Center

6. Current Organization (fill in additional appropriate organization)



1. Incident Name	2. Prepared by: (name)	INCIDENT BRIEFING
SALVAGE INCIDENT EXAMPLE IAP	Date: Time:	ICS 201-CG

7. Resources Summary

Resource	Resource Identifier	Date Time Ordered	ETA	On-Scene (X)	NOTES: (Location/Assignment/Status)

APPENDIX K CG INVESTIGATION DURING SALVAGE OPERATIONS

Marine Casualty Designation

Incidents resulting in the initiation of salvage operations may be categorized as a marine casualty therefore are subject to the maritime casualty investigation regulations under 46 CFR Part 4 and the policies and procedures set forth in the USCG Marine Safety Manual Volume 5 (COMDTINSTM 16000.10A). A collision, allision, grounding, or vessel fire becomes a reportable marine casualty requiring investigation actions only by **the designation by a qualified investigating officer** under the following conditions as per 46 CFR 4.05-1:

1. Causes or is the cause of an unintended grounding or allision with a bridge or intended grounded or allision which causes a hazard to navigation, the environment, or safety of the vessel.
2. Causes or is the cause of a loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel.
3. Causes any occurrence which material and adversely affecting the vessels seaworthiness or fitness for service.
4. Causes loss of life.
5. Causes an injury beyond first aid medical treatment.
6. Property damage to include labor and material costs more than $75,000.
7. Causes pollution or other significant harm to the environment.

Major Marine Casualty and Reporting

Maritime fires should follow normal reporting procedures set forth by MSM Vol. 5 and unit local policy, however special attention should be given to the major marine casualty requirements due to a maritime fire's higher damage/threat potential. A maritime fire becomes a major marine casualty under the following conditions:

1. Causes loss of six or more lives
2. Loss of a mechanically propelled vessel of 100 gross tons or more
3. Property damage initially estimated at $500,000 or more
4. Cause of a serious threat as determined by Commandant and concurred with by NTSB Chairman to life, property, or the environment by hazardous materials.

Major maritime casualties have additional time sensitive reporting requirements to the Commandant, National Response Center (NRC), and the National Transportation Safety Bureau (NTSB).

Drug and Alcohol Testing Requirements

Drug and alcohol testing for those directly involved maritime casualties is required when an investigation is designated a serious marine incident which is defined as follows:

1. One or more deaths
2. Injury to crew, passenger, or other person which requires professional medical attention beyond first aid
3. Damage to property in excess to $200,000
4. Actual or constructive loss of vessel subject to inspection
5. Actual or constructive loss of self-propelled vessel not subject to inspection but over 100 gross tons
6. Discharge of 10,000 gallons or more of oil or a reportable quantity of a hazardous substance

It is important to note that the marine employer for the employees directly involved in the fire must be the one to direct the drug and alcohol testing. Coast Guard personnel should avoid directing vessel personnel to perform drug and alcohol testing if possible. The Coast Guard may designate people as directly involved and have the marine employee direct them for testing.

Investigation Priorities

The preservation and collection of evidence during a maritime casualty resulting in the need to conduct salvage activities presents more challenges than most other types of maritime casualties. The very nature of the casualty and the method for stabilizing a vessel or directing the actions of the crew may be destructive and tend to destroy valuable evidence. Additionally, the scene of the casualty tends to remain hazardous long after the vessel is stabilized and can include other hazardous conditions and events such as pollution or other hazardous material releases. It is because of initial response, assessment, and stabilization priorities that the investigation or evidence collection are afterthoughts to the incident response management team. To prevent the potential loss of critical information and collection of time-sensitive evidence, the following types of evidence items should be prioritized as soon as practical:

1. Perishable Data Recording Devices: The best example of this is Voyage Data Recorders and sometimes chart plotters. These are data recorders with limited storage space and may, if given too much time, overwrite the valuable data. The process to extract the data may be as easy as hooking up a USB or could be more complex and require a technical specialist. However, if the data recorder can be recovered prior to an overwrite operation, the data on the device can typically be preserved until such time it can be extracted for investigative purposes.
2. Witness Statements: The memories of witnesses tend to be good for a few days, but after week details begin to be lost. Potential involvement of lawyers and company representatives could also influence or alter their recollections. Witnesses need to be

secured and interviewed as soon as practical to preserve valuable firsthand accounts of the fire and events that led up to it.

3. Unofficial Logs and Records: Many vessels have a number of rough logs or other types of unofficial logs and record books they use prior to putting information into the official logs. These logs and records tend to "disappear" after major events where a crew or company could be held liable and should, if found, be seized, and kept for evidence.

4. Any kind of digital or other multi-media data that needs to be collected for evidence should follow normal evidence collection procedures with a few added procedures. First, for all password protected devices, attempt to get the password from the vessel or company if possible. This makes the extracting of the data faster and can speed up the return of the device to the vessel or company. All electronic devices seized as evidence should have its location noted and then be immediately turned off and unplugged to prevent remote wiping of the data. Ideally, get a crewmember to shut down the device for you and note its disposition on the evidence tag or chain of custody. Finally, do not look at the data on the device without permission from the company. This behavior has been ruled on in the past as a violation of reasonable privacy. Therefore, permission is needed to access electronic devices such as computers.

5.

Coordination with Other Investigation Agencies

The primary federal agencies that Coast Guard personnel may interact with during a salvage related maritime casualty will be the National Transportation Safety Bureau (NTSB) and the Occupational Safety and Health Administration (OSHA). The Coast Guard can freely share investigative materials and information with these agencies.

1. NTSB: An independent federal agency with investigative authority into all national transportation system incidents. The NTSB are informed of all maritime casualties that are designated major marine casualties, casualties involving public and non-public vessels with one fatality or a property damage of $75,000, or a Commandant designated serious threat. The Coast Guard can perform investigations on behalf the NTSB or work in conjunction with the NTSB on an investigation.

2. OSHA: Federal Agency which oversees safety and health of workers based of the Occupational Safety and Health Act of 1970. The Coast Guard typically coordinate with OSHA when a maritime casualty involves workers on maritime facilities, such as a large fire on cargo vessel at a container terminal. They may co-lead maritime fire casualties on vessels or may lead any fire casualty investigations which started on a maritime facility.

State

State law enforcement may also be involved in assisting or may be an interested party in maritime fire casualty investigations. Specifically, the State Fish and Wildlife Conservation Commission (FWC) may assist in maritime fire investigations which happen in State waters and

endanger the public or the environment. Personnel should be careful in what information to divulge to state agencies and should rely on Public Affairs Officer or Freedom of Information Act (FOIA) Officer when sharing investigation materials and information with state agencies.

Local

Both local law enforcement and fire departments may be involved with the maritime casualty response and the investigation that follows. Despite this, like with the state agencies, Coast Guard personnel should not freely share investigation details with agencies other than federal agencies and should go through Public Affairs Officer or the FOIA officer before sharing investigation materials and information.

APPENDIX L. GLOSSARY OF ACRONYMS:

AC	Area Committee
ACP	Area Contingency Plan
ADV	Abandoned Derelict Vessel Program
AMSP	Area Maritime Security Plan
AOR	Area of Responsibility
BEM	Bureau of Emergency Management
BOA	Basic Ordering Agreement
CART	Common Assessment and Reporting Tool
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CFR	Code of Federal Regulations
COA	Course of Action
COMDTINST	Commandant Instruction
COTP	Captain of the Port
DOT	Department of Transportation
EPA	Environmental Protection Agency
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FMSC	Federal Maritime Security Coordinator
FOSC	Federal On Scene Coordinator
FOSCR	Federal On Scent Coordinator Representative
IAA	Interagency Agreement
IAP	Incident Action Plan
IC	Incident Commander
ICS	Incident Command System
ILO	Infrastructure Liaison Officer
IMH	Incident Management Handbook

IMT	Incident Management Team
JFO	Joint Field Office
JIC	Joint Information Center
MA	Mission Assignment
MIST	Mobile Integrated Survey Team
MOA	Memorandum of Agreement
MTS	Marine Transportation System
MTSRU	Marine Transportation System Recovery Unit
MTSRP	Marine Transportation System Recovery Plan
NIMS	National Incident Management System
NOAA	National Oceanic & Atmospheric Administration
NRT	Navigation Response Team
NSF	National Strike Force
NTVRP	Non-Tank Vessel Response Plan
NTSB	National Transportation Safety Board
OCMI	Officer in Charge of Marine Inspections
OSLTF	Oil Spill Liability Trust Fund
OSRO	Oil Spill Removal Organization
P & I	Protection and Indemnity
PADET	Public Affairs Detachment
PCT	Port Coordination Team
PIAT	Public Information Assist Team
PIO	Public Information Officer
QI	Qualified Individual
ROV	Remotely Operated Vehicle
RP	Responsible Party
SERT	Salvage Engineering Response Team
SME	Subject Matter Expert

SRP	Salvage Response Plan
SSC	Scientific Support Coordinator
SSI	Sensitive Security Information
SUPSALV	Supervisor of Salvage (U.S. Navy)
TSI	Transportation Security Incident
USACE	United States Army Corps of Engineers
UC	Unified Command
USC	United States Code
USCG	United States Coast Guard
VRP	Vessel Response Plan
WRDA	Water Resources Development Act