

Job #: 20AKRO0096 - Northline Seafoods - Wednesday 10/21/2020 - Salvage Personnel

Job Contact: Ben Blakey	Site Contact: Ben Blakey	Site/Contact Notes:	Location: SM3 Wreck Removal 4690 Sawmill Creek Road Dillingham, AK 99576
Phone: [REDACTED]	Phone: [REDACTED]		
Cell:	Cell:		
Customer PO/WO:			

Scope of Work

Removal of barge on beach in Clark Point Alaska

Additional Site Information

Start Time: **9:30 AM** Notified: **No** Water: **No** Air: **No** Electric: **No**

On Site: **9:30 AM** Sampling Required: **No** Dig Safe: **No** Dig Safe #:

Leave Site: **11:00 PM**

End Time: **11:00 PM**

Services Performed

- 9:30 AM Salvage Crew Travel to SM3 Site, Conduct Safety Meeting, & Precheck/Warmup Equipment
- 10:20 AM Conduct Beach Cleanup & Loadout All Debris/Equipment, & Materials to RW-9
- 11:45 AM Render Replacement Trip Line on Second Offshore SM3 Anchor
- 6:00 PM Secure Remaining Gear on RW-9, Bella Catherine Pulls Second Offshore SM3 Anchor
- 6:30 PM SM3 & Bella Catherine Off the Beach, Underway to Dillingham to Wait Out Storm. Salvage Crew Conduct Final Beach Cleanup
- 10:25 PM Site Secure, Salvage Crew Travel to Ekuik Camp
- 11:00 PM All Crew Secure in Ekuik, Off Clock

Labor	Assigned	Hours	Project	Travel	Offsite	Lunch	Total	Plan	SP
Salvage Master	Katy Stewart	9:30 AM - 11:00 PM	13.5	-	-	-	13.5		
		Project 9:30 AM - 11:00 PM 13.5 hours							
Salvage Crew	William Hayward	9:30 AM - 11:00 PM	13.5	-	-	-	13.5		
		Project 9:30 AM - 11:00 PM 13.5 hours							
Salvage Crew	Kristofer Lindberg	9:30 AM - 11:00 PM	13.5	-	-	-	13.5		
		Project 9:30 AM - 11:00 PM 13.5 hours							

Equipment	Code	Unit	Actual	Plan	Standby	Sub
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Subcontractors	Service	PO #	Actual	Plan
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Materials	Code	Basis	Actual	Plan	Sub
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Subcontractors	Service	PO #	Actual	Plan
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Waste	Facility	PO #	Manifest	Basis	Actual	Plan	Sub
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Safety Protocols	Level	Respirator	Confined Space Entry	Other
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Open Items/Job Notes

Job #: 20AKRO0096 - Northline Seafoods - Tuesday 10/20/2020 - Salvage Personnel

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Phone: [REDACTED]	Phone: [REDACTED]		
Cell:	Cell:		
Customer PO/WO:			

Scope of Work

Removal of barge on beach in Clark Point Alaska

Additional Site Information

Start Time: 9:00 AM	Notified: No	Water: No	Air: No	Electric: No
On Site: 9:00 AM	Sampling Required: No	Dig Safe: No	Dig Safe #:	
Leave Site: 11:59 PM				
End Time: 11:59 PM				

Services Performed

9:00 AM	Salvage Crew Travel to SM3 Site, Conduct Safety Meeting, & Warmup/Precheck Equipment
10:05 AM	Conduct Beach Cleanup. Utilize Shaker to Separate Sand from Debris & Transport Sifted Material to Laydown
1:00 PM	Render Trip Lines on Offshore Barge Anchors
5:00 PM	Bella Catherine Pulls Offshore SM3 Anchors, Salvage Crew Load Excavator & Shaker on RW-9
6:00 PM	One Anchor Recovered by Bella Catherine, Second Anchor Rigging Failed. RW-9 Loadout Complete. Continue Beach Cleanup
9:00 PM	Iron Mike On Site, Offload Empty Bins, Loadout w/ Demo Debris, & Reload on Iron Mike
9:30 PM	Lindberg & Stewart Travel to Ekuk Camp
10:00 PM	Lindberg & Stewart Secure in Ekuk, Off Clock
11:15 PM	Iron Mike Loaded w/ 8 Debris Bins. Salvage Crew Secure Site & Travel to Ekuk Camp
11:59 PM	Salvage Crew Secure in Ekuk, Off Clock

Labor	Assigned	Hours	Project	Travel	Offsite	Lunch	Total	Plan	SP
Salvage Master	Katy Stewart	9:00 AM - 10:00 PM	13	-	-	-	13		
		Project 9:00 AM - 10:00 PM 13 hours							
Salvage Crew	William Hayward	9:00 AM - 11:59 PM	14.98	-	-	-	14.98		
		Project 9:00 AM - 11:59 PM 14.98 hours							
Salvage Crew	Kristofer Lindberg	9:00 AM - 10:00 PM	13	-	-	-	13		
		Project 9:00 AM - 10:00 PM 13 hours							

Equipment	Code	Unit	Actual	Plan	Standby	Sub
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Subcontractors	Service	PO #	Actual	Plan
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Materials	Code	Basis	Actual	Plan	Sub
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Subcontractors	Service	PO #	Actual	Plan
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Waste	Facility	PO #	Manifest	Basis	Actual	Plan	Sub
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From: [Justin Buckley](#)
To: [Furukawa Robert](#)
Subject: RE: Salvage of SM-3 Anchor System - where were the two anchors that were connected to the mooring buoy recovered?
Date: Wednesday, December 8, 2021 12:28:03 PM
Attachments: [image001.png](#)

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Jon,

The Bella guys are having a tough time marking it on the chart. Here's what they said about the location though:

"The location of the mooring anchors relative to the chart would be in general vicinity of the red track pattern at the bottom of the red line (location barge was moored for the summer)."

It sounds like the anchors didn't drag, or if they did so it was minimal. Rather, the buoys themselves failed. I will continue to ask for more specific information, but I suspect they've winterized and decrewed the boat for the season and don't have easy access to it. I'll follow up if I do get any more information, and let me know if there's something else specific you need and I'll do my best to track it down. Thank you.

Justin

From: Furukawa Robert <[REDACTED]>
Sent: Wednesday, December 8, 2021 6:17 AM
To: Justin Buckley <[REDACTED]>
Subject: RE: Salvage of SM-3 Anchor System - where were the two anchors that were connected to the mooring buoy recovered?

Thanks Justin.
Jon

Best regards,

R. Jon Furukawa  Safety Investigator  [NTSB Marine Accident Reports](#)  [REDACTED] 

[REDACTED]

From: Justin Buckley <[REDACTED]>
Sent: Monday, December 6, 2021 12:58 PM
To: Furukawa Robert <[REDACTED]>
Cc: [REDACTED] CIV <[REDACTED]>
Subject: RE: Salvage of SM-3 Anchor System - where were the two anchors that were connected to

the mooring buoy recovered?

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Mr. Furukawa,

The Bella Catherine was able to retrieve both mooring assemblies and the two emergency anchors, and are all in storage in Dillingham at present. I spoke with them this morning and they will follow up either with coordinates or approximate positions of retrieval. Generally, both of the emergency anchors appeared to be about 75 yards out from the SM-3's beaching location. I will follow up with more detailed information shortly. Thank you.

Justin Buckley
Heko Services, Inc.

[REDACTED]

From: Furukawa Robert <[REDACTED]>
Sent: Friday, December 3, 2021 1:12 PM
To: Justin Buckley <[REDACTED]>
Cc: [REDACTED] CIV <[REDACTED]>
Subject: FW: Salvage of SM-3 Anchor System - where were the two anchors that were connected to the mooring buoy recovered?
Importance: High

Justin,

Bernie Rosenberger from Global Diving & Salvage passed me your information. The NTSB and the USCG are doing a joint factual investigation of the catastrophic failure of the barge *SM-3*'s mooring buoy assembly and grounding on Ekuk Bluff/Flounder Flat on 30-Aug-2020.

I'm trying to figure out the approximate positions where the four anchors of the *SM-3* were recovered – especially the two anchors that were connected to the damaged mooring buoy & part of the ground tackle system at anchorage; and the two emergency anchors that the crew put over the side as it was drifting ashore. The two emergency anchors did not stop the *SM-3* and the two emergency anchors were probably still made up to the *SM-3*.

- **Do you or the crew of the salvage tug *Bella Catherine* know the approximate positions of the two mooring anchors on the ocean bottom when they were recovered?**
- **Please confirm that the two emergency anchors were found made up to the *SM-3*, what was the length of each emergency anchors' chain/cable? If the emergency anchors were not found made up to the *SM-3* what was their approximate position where they were found?**
- **Please mark on the navigation tablet's chart the anchors' (both mooring anchors and both**