



GLOBAL
a **MER** company

SALVAGE PLAN

VESSEL: Barge SM3

LOCATION: Clark Point, AK

DATE: Sept 28, 2020

VERSION: Version 2



Submitted To:

Alaska Marine Surveyors, Inc.
PO Box 2342
Kodiak, AK 99615

Submitted By:

Global Diving & Salvage, Inc.
5304 Eielson St. Anchorage,
AK 99518
907-563-9060

CONFIDENTIALITY STATEMENT

THIS PLAN CONTAINS PROPRIETARY AND CONFIDENTIAL INFORMATION OF GLOBAL DIVING & SALVAGE, INC. AND SHALL NOT BE USED, DISCLOSED OR REPRODUCED, IN WHOLE OR IN PART, FOR ANY PURPOSE OTHER THAN TO EVALUATE THIS OPERATIONAL PLAN, WITHOUT THE PRIOR WRITTEN CONSENT OF GLOBAL DIVING & SALVAGE, INC. TITLE IN AND TO THIS DOCUMENT AND ALL INFORMATION CONTAINED HEREIN REMAINS AT ALL TIMES IN GLOBAL DIVING & SALVAGE, INC.

From: [Williams, Kevin P CIV](#)
To: [Furukawa Robert](#)
Subject: FW: [Non-DoD Source] Re: FW: SM-3 SALVAGE PLAN
Date: Monday, March 8, 2021 21:56:15

Jon

Northline Seafoods has no objection.

Kevin Williams
Senior Investigating Officer
Sector Anchorage

From: Benjamin Blakey <[REDACTED]>
Date: Monday, Mar 08, 2021, 5:10 PM
To: Williams, Kevin P CIV <[REDACTED]>
Subject: [Non-DoD Source] Re: FW: SM-3 SALVAGE PLAN

Kevin,

I have authorized Global Dive and Salvage to share any materials related to the SM-3 with you, the USCG, and NTSB. Please let me know if there is anything else you need from Northline. Thanks and have a good afternoon. -Ben

On Mon, Mar 8, 2021 at 8:07 AM Williams, Kevin P CIV <[REDACTED]> wrote:

Good Morning

The Coast Guard and NTSB are completing a joint investigation of the grounding of the barge SM-3. The Coast Guard is the lead agency, so I am requesting on behalf of both agencies.

We have interest in using portions of the Global Diving & Salvage Plan in our reports and are seeking consent for use. Credit will be given for material used, protections will be made as FOIA allows.

Please respond with permission or objection. Thank you

Kevin Williams
Senior Investigating Officer
Sector Anchorage
[REDACTED]

-----Original Message-----

From: Furukawa Robert <[REDACTED]>
Sent: Monday, March 8, 2021 7:47 AM
To: Williams, Kevin P CIV <[REDACTED]>
Subject: [Non-DoD Source] RE: SM-3 SALVAGE PLAN

Kevin,

Please ask the owners of SM3 and Global Diving & Salvage for permission to use excerpts of the Salvage Plan in the NTSB public docket & marine accident brief.

The salvage plan has this: "CONFIDENTIALITY STATEMENT. THIS PLAN CONTAINS

From: [Williams, Kevin P CIV](#)
To: [Furukawa Robert](#)
Subject: FW: SM-3 SALVAGE PLAN
Date: Monday, March 8, 2021 13:36:27

Jon

Global has no objection. Please protect under FOIA regulations.

I have not received response from Owners.

Kevin Williams
Senior Investigating Officer
Sector Anchorage
[REDACTED]

-----Original Message-----

From: Bernie Rosenberger <[REDACTED]>
Sent: Monday, March 8, 2021 8:40 AM
To: Williams, Kevin P CIV <[REDACTED]>
Cc: Lisa Huston <[REDACTED]>; Deirdre Coots <[REDACTED]>
Subject: [Non-DoD Source] RE: SM-3 SALVAGE PLAN

Mr. Williams,

Global Diving & Salvage takes no exception to the use of portions of our Salvage Plan as it pertains to the joint investigation being conducted by USCG and NTSB.

Bernie Rosenberger
Operations Manager - Alaska

Global Diving & Salvage, Inc.
5304 Eielson Street
Anchorage, AK 99518

907.563.9060 Office
907.563.9061 Fax
[REDACTED] Mobile
800.441.3483 24hr Line
[REDACTED]

-----Original Message-----

From: Williams, Kevin P CIV <[REDACTED]>
Sent: Monday, March 08, 2021 08:07
Subject: FW: SM-3 SALVAGE PLAN

Good Morning

The Coast Guard and NTSB are completing a joint investigation of the grounding of the barge SM-3. The Coast Guard is the lead agency, so I am requesting on behalf of both agencies.

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Thank you

Kevin Williams
Senior Investigating Officer
Sector Anchorage

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1. INTRODUCTION

Global Diving & Salvage, Inc. (Global) is pleased to present this Salvage Plan for recovery of the Barge SM3, currently aground 5 miles SE of the Village of Ekuk, near Dillingham, AK. Global Diving was contacted by Alaska Marina Surveyors to conduct a site visit. The following plan was developed based on the conditions of the vessel observed on September 3, 2020.

1.1 *Statement of Qualifications*

Global is an internationally-recognized casualty responder, and a leading provider of marine construction and infrastructure support services in the United States. Founded in 1979, our depth of experience and access to resources enables us to adapt quickly to unique problems and resolve potentially costly situations in an efficient and economical manner.

With the unique conditions associated with each vessel removal, strong engineering must be balanced with current survey information and extensive experiential knowledge to identify effective strategies. We are one of the few full-service underwater marine contractors that can provide project management, in-house engineering, marine and upland environmental services, and the full spectrum of commercial diving services. Global is a member in good standing of the International Salvage Union, the American Salvage Association and the Association of Diving Contractors International. We are also an approved Washington Primary Response Contractor for emergency oil spill response.

Global's strongest asset is our people. We possess the experience and expertise needed to resolve issues quickly and creatively. We know clear communication and cooperation among all parties is critical to the success of any project. Most members of our management team are current or former commercial divers, bringing working knowledge and insight to the project. Global employs a full complement of divers and environmental technicians, providing flexibility in project staffing and an assurance of proven skilled personnel.

Diving and salvage services have been a core business of Global since we were founded over 40 years ago. As our business and geographic range has expanded, so has our capability. Global has been able to leverage its experience, skilled personnel and innovative assets at critical times to broaden its foundation of work in this division. Our thorough understanding of the complex regulatory environment surrounding marine casualty response has led to strong working relationships with local, state, tribal and federal agencies. We are proud to state that many of our clients have been with us since our inception, and will continue to be serviced by Global for many more years to come.

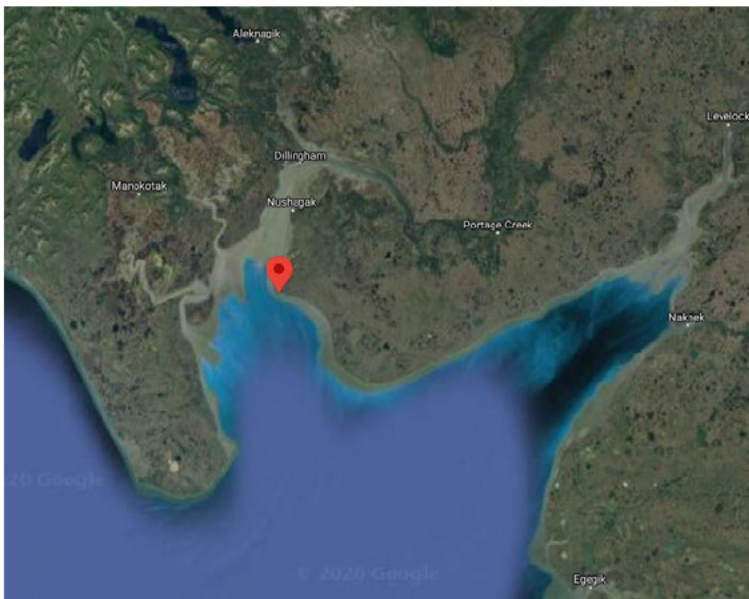
2. BARGE SM3

The Barge SM3 is a single hull, flat deck barge converted to a salmon processing plant. It is a welded steel barge with above deck accommodations platform supported by a steel beam structure.

2.1 Background

On Aug 30, the barge SM3 broke free from its mooring in Bristol Bay and went aground 5 miles East South East of the village of Ekuk, Alaska. The superstructure was heavily damaged, and at the time of our site visit, a debris field stretched one to two miles down the beach on either side of the wreck.

2.2 Location



2.3 Current Condition

As of Global's site visit on September 9, 2020, the SM3 was aground, sitting abeam to the shore with a 10° list to starboard. The framework for the living accommodation deck was collapsed and the deck plating of the barge was open to the weather in several places.

3. SALVAGE PLAN

The following outlines Global's plan for debris and hazmat removal, barge deck repairs, and refloat operations.

3.1 Key Personnel

3.1.1 Project Manager

Bernie Rosenberger

3.1.2 Salvage Master

Katy Stewart/Kris Lindberg (schedule dependent)

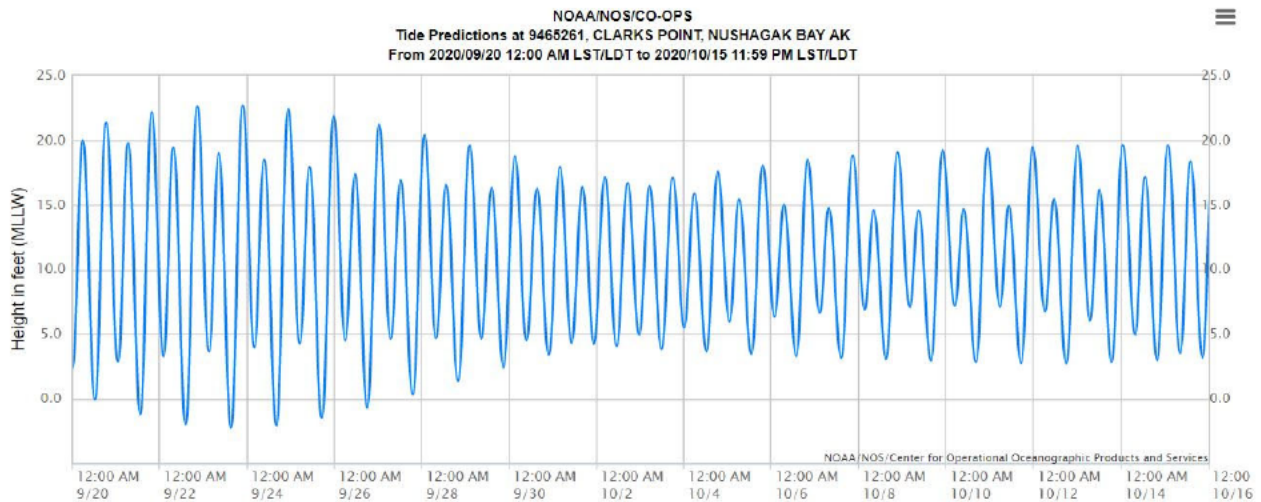
3.1.3 Salvage Engineer

Brian Thomas, Thomas Naval Architecture

3.1.4 Subcontractors

Kelly Ryan Services

3.2 Weather / Tides



3.3 Engineering Data

3.3.1 Weight Analysis

The operating draft (light condition) of the SM3 is reported to be 5.26 feet. Based on our GHS model of the barge, we estimate the light weight of the SM3 to be approximately 750 tons. The weight of topside material to be removed is unknown, however assuming that the weight is between 100 and 150 tons, the removal of topside equipment and structure would be expected to reduce the floating draft of the barge by approximately 1 foot. This removal of topside weight will only improve the stability of the barge and should the hull continue to remain watertight, it is expected that the free-floating stability of the SM3 will be more than suitable for an ocean tow. However, once the barge is in a free floating condition, stability will be re-assessed.

The issue of topside weight removal does impact the salvage operations. Our modeling of the current stranded condition indicates that the barge is floating or nearly so at the highest high tides. In order to keep the SM3 in place and safe to work on, the barge may need to be ballasted in order to remain grounded. When ballasting the SM3, priority will be given to ballasting fish holds and other "clean" spaces to facilitate the discharge of that ballast water when it is time for refloating. Freeboards of the materials barge will be monitored to estimate the weight removed from the SM3 and add ballast accordingly.

3.4 *Hydrocarbons/HAZMAT*

3.4.1 *Assessment / Categorization*

Global has toured the wreck site and understands the configuration of the internal storage tanks contained in the bow rake. Additionally, we understand where in the wreckage the deck stored fuel drums are, so that they can be located and removed during the process of clearing the decks. Hazmat will be categorized and documented upon arrival on site including buckets of motor oil stored in the machine space and other household hazardous materials stored throughout the structure.

3.4.2 *Environmental Controls*

If Styrofoam from the superstructure creates a pollution threat during deconstruction, containment netting will be used to prevent flyaway debris. All other environmental controls, including air monitoring, stop work authority and spill response are addressed in Global's Site Specific Health and Safety plan (a separate submittal). Spill response capabilities on site will include a minimum of 2 spill response kits and capability for responding to a minimum of 42 gallons of instantaneous discharge.

3.5 *Salvage Operations*

3.5.1 *Methodology*

Due to the current state of the barge's superstructure, most, if not all of the existing structure will need to be removed prior to refloat operations.

Global will mobilize a tug and crane barge to the wreck site. An additional LCM 8 landing craft will serve as support vessel and materials storage.

The deck barge will have the following equipment on board:

- Deck barge with four point anchor spread and Manitowoc 3900 crane
- Excavator, 200 Series
- Long reach forklift for materials processing
- 260 gallon caged totes for residual oils or oily liquids
- Fuel skid with capacity for defueling internal tanks as needed
- Certified fuel transfer hoses
- Containment area with plastic sheeting and berm edges for receiving material (onboard materials barge)
- Containers for construction debris storage (placed in containment)
- Spill Kits (absorbent boom, sweep, pads, salvage drum)
- Electric Fuel Pump and hose (for any found residuals)
- Barge repair materials (cutting and welding capability and steel patch materials)
- Dive station
- Minimum of 300 feet of containment boom

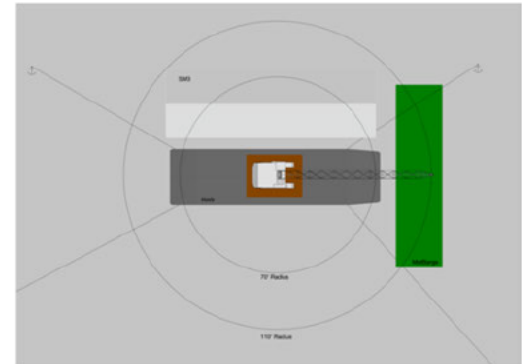
Additional equipment will be sourced locally in Ekuk:

- ATV or truck for crew transport
- Additional heavy equipment for debris handling

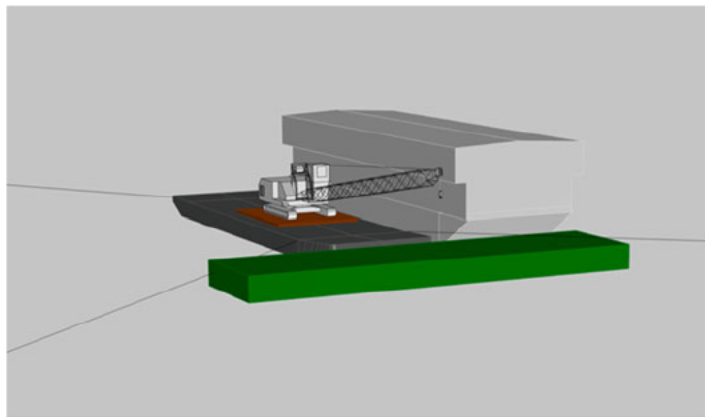
Personnel will berth locally at the Cannery facility in Ekuk.

Once on site the tug will push the barge ashore near the wreck (see mooring plan below). The tide height for grounding the barge will be carefully selected to ensure that it is at least 3-4 feet lower than future high tides so that the barge can be readily refloated.

A barge ramp will be deployed allowing the excavator to be offloaded onto the beach near the wreck. The excavator and crane will begin disassembling the wreck, removing overhead debris from the housing structures on the upland side first. The as the excavator exposes the deck surface of the barge, debris will be transferred immediately to the landing craft deck and processed into bins staged inside a containment barrier. Because the some of the debris is buoyant, and water levels can reach the cliff face, no material will be stored on the beach. When the deck stored fuel (estimated 7 drums) is encountered, it will be pumped into storage totes using a 1" electric fuel transfer pump and fuel transfer hoses.



Once all debris is loaded on the barge, the crew will sweep the beach a final time and photograph the site to verify that it is clean prior to loading the equipment back on deck. The barge will then be emptied of any ballast, and floated off the beach at the first available tidal window that provides the water depth needed to float (estimated +18' or greater).



3.6 Schedule

3.6.1 Mobilization

Mobilization will begin as soon as Global is notified of contract award

3.6.2 Operations

Operations are expected to take place weather dependent over roughly a two week period.

3.6.3 Demobilization

As soon as work is complete and the barge has been inspected for towing, crew will demobilize to Anchorage.

3.7 Disposition

3.7.1 Delivery

Once the barge is floating free on an even keel, and has been inspected for hull damage, it will be delivered to Dillingham and returned to the owner's possession.

3.7.2 Disposal

As specified in the bid documents, all debris and Hazmat will be disposed of either in Dutch Harbor or Seward, unless a more practical option can be sourced.

3.7.3 Documentation

On completion of operations, a brief written report with photo documentation of operations and cleanliness of the wreck site will be submitted along with an invoice.

4. SAFETY

Global's Dive and Site Safety Plan will be completed prior to the start of operations and will be available on site throughout operations. Spill containment, cleanup materials, and Global's plan for their use will be located on location.

4.1 Regulatory Compliance

As a rule, Global Diving & Salvage, Inc. performs all underwater related work to the standards set forth by the governing body of the Association of Diving Contractors International (ADCI). If there is any conflict between operational standards set forth by the ADCI and another organization such as OSHA or USCG, Global Diving & Salvage will adhere to whichever rule is the most conservative when applied to the safety of any person working at the site.

All site activities will also comply with the following regulations and guidance publications:

- OSHA - 29 CFR 1926 - SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION
- OSHA - 29 CFR 1910.410-440 - COMMERCIAL DIVING OPERATIONS
- OSHA – 29 CFR 1926.65 - HAZARDOUS WASTE OPERATIONS AND EMERGENCY RESPONSE
- United States Coast Guard (USCG), 46 CFR 197 Subpart B – COMMERCIAL DIVING OPERATIONS

Other applicable federal, state, and local safety and health requirements, including the Global Diving & Salvage, Inc., *Manual of Safe Diving Practices and Global Injury and Illness Prevention Plan (IIPP)*.