Salvage Response Plan

for

COTP Zone Jacksonville

Final Version

February 2023

U.S. Department of Homeland Security
United States Coast Guard

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Atlantic Area

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16602
12 January 2023

MEMORANDUM

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From: C. L. Moberley, CAPT
CG LANTAREA (LANT-53)

Reply to Attn of: LANT-535
Mr. J. E. Couch

To: CG SECTOR Jacksonville
Thru: CGD SEVEN (dxc)

Subj: FIVE-YEAR APPROVAL OF THE SALVAGE RESPONSE PLAN (SRP)

Ref: (a) Security and Accountability for Every Port Act (SAFE Port Act) of 2006
(b) Area Maritime Security, Title 33 CFR § 103
(c) Salvage and Marine Firefighting; 33 CFR § 155, Subpart I
(d) COMDTINST 16601.28 (series)
(e) Enclosure (6) to NVIC 09-02 (series)

1. Congratulations. Upon final review, we have determined that the COTP Zone Jacksonville's SRP complies with references (a) through (e) and is approved.

2. I commend your efforts in completing this formal update. This plan significantly enhances your preparedness posture to respond and manage salvage incidents occurring in your ports and waterways.

3. As you know, the effectiveness of this plan is dependent on continued teamwork with your port stakeholders. I encourage you, as the Captain of the Port / Federal On-Scene Coordinator, to maintain a focus on the SRP and to evaluate it annually for adequacy, accuracy, consistency, and completeness, and incorporate changes based on policy and lessons learned. Your SRP should be periodically exercised as part of a scheduled AMSTEP or PREP Exercise as applicable.

4. Please post a current version of your approved SRP including all appendices and tabs to your specific Homeport Port Directory site, providing access to the USCG, OGAs, and industry.

#

Copy: CG-FAC
CG-MER

Record of Changes

Change Number	Date of Change	Comments

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REFERENCES

(a) Security and Accountability for Every Port Act of 2006 (SAFE Port Act), Public Law 109-347

(b) Navigation and Navigable Waters, Maritime Security: Area Maritime Security, 33 C.F.R. § 103.505

(c) COTP Zone Jacksonville Area Maritime Security Plan (AMSP)

(d) COTP Zone Jacksonville Area Contingency Plan (ACP)

(e) COTP Zone Jacksonville Marine Transportation System Recovery Plan (MTSRP)

(f) Department of Homeland Security, National Response Framework (4th Ed. 2019)

(g) U.S. Coast Guard Incident Management Handbook (IMH), COMDTPUB P3120.17 (series)

(h) Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. § 5121 et. seq., as amended

(i) Navigation and Navigable Waters, Department of the Army, Corps of Engineers, Removal of Wrecks and Other Obstructions, 33 C.F.R. Part 245

(j) Salvage and Marine Firefighting; 33 CFR. Part 155, Subpart I

(k) Navigation and Navigable Waters, Marking of Structures, Sunken Vessels, and Other Obstructions, 33 CFR Part 64

(l) Navigation and Navigable Waters, Jurisdiction, 33 CFR § 2.36

(m) United States Navy and the United States Coast Guard MOA Regarding Inter-service Cooperation in Oil Spill Clean-up Operations and Salvage Operations, 2015

(n) Memorandum of Agreement (MOA) between the Department of the Army Corps of Engineers and U.S. Coast Guard, October 2012

(o) Risk Management (RM), COMDTINST 3500.3 (series)

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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 basic procedures for 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 Vessel Allision with the St. Johns River entrance jetties. OPA-90 Vessel Response Plan for Salvage and Marine Firefighting Specific Annex is applicable.

Scenario 2: Tank Barge allision with the Sisters Creek Bridge resulting in discharge of oil. Vessel not certified for carrying petroleum with no existing Vessel Response Plan and Marine Firefighting and Salvage Specific Annex. FOSC can access OSLTF.

Scenario 3: Hopper Barge allision with St. Johns River Jetties. No petroleum or hazardous materials. Owner/Operator taking responsibility.

Scenario 4: Derelict vessel sinks in the main channel of Port Canaveral. No petroleum or hazardous materials. USACE acting as lead agency.

Scenario 1: Responsible Party-Led Response with OPA-90 Applicability

The M/V ANYVESSEL, a 900' Post-Panamax vessel with 9,000 containers allided with the St. Johns River entrance jetties during its entrance to the Port of Jacksonville. The vessel suffered a breach of the #1 and #3 port voids and is hard aground. Several containers have dislodged from their guides with an unknown number reported to be in the water and several in an unstable condition on deck. There is a report of an oil sheen at the allision site.

CG Station Mayport dispatched 2 smallboats to the scene to establish a Safety Zone, stand by for any SAR requirement, and to document the vessel condition including any draft readings. The COTP directed two qualified marine inspectors to Station Mayport for additional deployment to the scene to provide initial assessment information. All required notifications were made to the National Response Center. The COTP has closed the port to all inbound/outbound traffic and has notified the Port Coordination Team via AWS of the port closure and to establish a Telecon for the incident.

Potential major impacts from this allision include:

- *Disruption of DoD missions at NAVSTA Mayport and USMC Blount Island Command with the expectation of senior leadership engagement with local USN Commands and CG District/Area Command.*
- *Concern for regional fuel distribution will become a high priority with emphasis from FL State Department of Emergency Management and Duval County Emergency Operations Center.*
- *The vital logistics supply between the Port of Jacksonville and Puerto Rico will be disrupted, affecting the limited supplies estimated to be a 3–5-day inventory remaining on island before critical shortages of essential commodities would occur.*

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 Jacksonville with the following initial response objectives considered:

- *Ensure the safety of the vessel crew, responders, and public health/safety.*
- *Consider any sensitive area or environmental impacts relating to salvage.*
- *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 the Port of Jacksonville.*
- *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 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 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 Branch under the Operations Section will be activated to manage all oil spill response activities.*
- *USACE and NOAA Navigation Response Team 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.*

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. List of Objectives
6. SERT Emergency Response Checklist
7. Salvage Plan Review Checklist
8. SECJAX Emergency Lightering Checklist and Addendum
9. Activation of Special Forces
10. Marine Casualty Investigation Protocols

Scenario 2: CG-Led Response With OPA-90 Applicability

The T/B PETRO CARRIER allided with the Sisters Creek Bridge in the Intracoastal Waterway (ICW) after the towing vessel lost propulsion and control of the barge. The barge suffered a rupture of the #1S void and partial breach of the #1S tank. The barge is partially submerged outside of the ICW navigable channel with a report of a heavy sheen emanating from the Starboard side. The barge was not currently certificated for the carriage/transport of petroleum products and did not have a current/approved Vessel Response Plan on file, including a Salvage and Marine Firefighting Geographic Specific Annex.

Based on lack of a Vessel Response Plan and operating outside of the scope of the vessel's certification the provisions of the Vessel Response Plan Geographic Specific Annex for Salvage and Marine Firefighting are not applicable for this scenario.

Potential impacts from this allision and basic initial response strategies include:

- *Possible disruption of the Intracoastal Waterway including recreational and limited commercial vessel traffic.*
- *Environmental damage from the vessel grounding and discharge of oil.*
- *Potential large-scale public affairs event and heightened local government concerns.*

Sector Jacksonville dispatched smallboats from STA Mayport 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 oil spill.

The COTP/FOSC issued an Administrative Order under OPA-90 to the owner/operator of the towing vessel and barge restricting movement and to take appropriate actions in accordance with OPA-90 to respond to the discharge of oil and take all necessary steps to initiate salvage response operations. In the interim, the COTP/FOSC accessed the OSLTF and coordinated with the National Pollution Funds Center to activate a BOA Salvage Contractor and BOA Oil Spill Response Contractor to initiate salvage operations including initial stabilization, securing the source of discharge, and coordinate with CG SERT to develop stability and lightering plans for the barge. The FOSC also activated Special Forces including the NSF, NOAA SSC, CG IMAT, and CG SERT to support incident management.

The FOSC established a Unified Command at Sector Jacksonville with the FL Department of Env Protection, and the contracted salvage response group with the initial objectives established:

- *Ensure the safety of the first response and assessment teams.*
- *Ensure and mitigate any threats to the public health/welfare.*
- *Secure the source of the discharge and take actions to prevent movement of the vessel.*
- *Conduct a complete topside structural assessment, conduct a complete inventory of all petroleum products onboard, 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.*

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 discharge of oil*
- *The FOSC, NSF Gulf Strike Team (GST), BOA Contractor, and FL DEP will identify the Environmentally Sensitive Areas and initiate booming IAW the booming strategies in the Area Contingency Plan*
- *The GST will provide Site Safety for all field operations.*

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. List of Objectives
6. SERT Emergency Response Checklist
7. Salvage Plan Review Checklist
8. SECJAX Emergency Lightering Checklist and Addendum
9. Activation of Special Forces
10. Marine Casualty Investigation Protocols

Scenario 3: Responsible Party-Led Salvage Response Operations with No OPA-90 Applicability

The towing vessel BIG TUG was pushing the hopper barge NONAME on the St. Johns River with 15K tons of coal ash when it ran aground and partially submerged outside of the main ship channel near Mile Point. Three of eight hatch covers of the hopper barge were dislodged and were lost overboard at the site. Water has entered the hopper and a coal-ash cargo plume is visible.

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 due to the cargo type.

Potential impacts or issues as a result 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 Jacksonville dispatched smallboats from STA Mayport 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 St. Johns River Bar Pilots. A Port Coordination Team call was arranged with all parties notified via AWS. The Florida Department of Environmental Protection 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 Jacksonville established a Unified Command with the CG FOSC, State of Florida, and the Responsible Party 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.*

- *Establish appropriate limited access areas in the river and continue safety broadcasts as appropriate.*
- *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 the State of Florida 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.*
- *Establish Environmental Branch to review cargo hazards and manage/mitigate potential pollution threats.*

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. List of Objectives
6. SERT Emergency Response Checklist
7. Salvage Plan Review Checklist
8. SECJAX Emergency Lightering Checklist and Addendum
9. Activation of Special Forces
10. Marine Casualty Investigation Protocols

Scenario 4: No Responsible Party and No OPA-90/CERCLA Applicability

A derelict 60' wooden hull commercial fishing vessel was reported to have floated free from its mooring in Port Canaveral and drifted into the main ship channel and sunk. The vessel was known by the local CG Marine Safety Detachment, Florida Fish and Wildlife, and FL Department of Environmental Protection to be an abandoned vessel, free of all petroleum products or hazardous materials.

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 as a result of this grounding include:

- *Potential disruption of the MTS from a grounded vessel in the federal channel.*
- *Possible large-scale public affairs event and heightened local government concerns due to the significant impacts on cruise vessel operations, tank vessel operations at SEAPORT Canaveral, and the commercial space program.*
- *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 in the Port of Canaveral, restricting all inbound and outbound vessel traffic greater than 100 Gross Tons. The COTP notified the bar pilots, towing vessel operators, and issued urgent marine broadcast to restrict all vessel movements within ½ 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. 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.

In accordance with the MOU between the USACE and the CG, Sector Jacksonville conducted an internal risk assessment to formally declare the sunken vessel as a hazard to navigation. The COTP recommended to the local USACE District Manager that emergency removal actions be initiated as per 33 CFR Part 245 based vessel location within the navigable channel and the impact on safe navigation and commerce.

The COTP initiated the development of a UC with the USCG, USACE, Canaveral Port Authority, and State Department of Environmental Protection 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 and DoD vessel 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 Canaveral Port Authority 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 twice-daily 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
3. Identification of Salvage Service Provider
4. Incident/Unified Command Organization
5. List of Objectives
6. SERT Emergency Response Checklist
7. Salvage Plan Review Checklist
8. SECJAX Emergency Lightering Checklist and Addendum
9. Activation of Special Forces
10. Marine Casualty Investigation Protocols
11. USACE Salvage and Obstruction Removal Procedures

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. Area of Responsibility:

COTP Zone Jacksonville (Figure 1): Corresponds with the limits as quoted below from the Code of Federal Regulations, Title 33, Section 3.35-20. "The boundary of the Jacksonville Marine Inspection Zone and Captain of the Port Zone starts at the Georgia coast at 30° 50.0' North latitude; thence proceeds west to 30° 50.0' North latitude, 082° 15.0' West longitude; thence south to the intersection of the Florida-Georgia boundary at 082° 15.0' West longitude; thence westerly along the Florida-Georgia boundary to 083° 00.0' West longitude; thence southeasterly to 28° 00.0' North latitude 081° 30.0' West longitude; thence east to the sea at 28° 00.0' North latitude. The offshore boundary is bounded by a line that starts at the coast at 30° 50.0' North latitude; thence proceeds easterly to the outermost extent of the Exclusive Economic Zone (EEZ); thence southerly along the outermost extent of the EEZ to 28° 00.0' North latitude; thence westerly along 28° 00.0' North latitude to the coast."

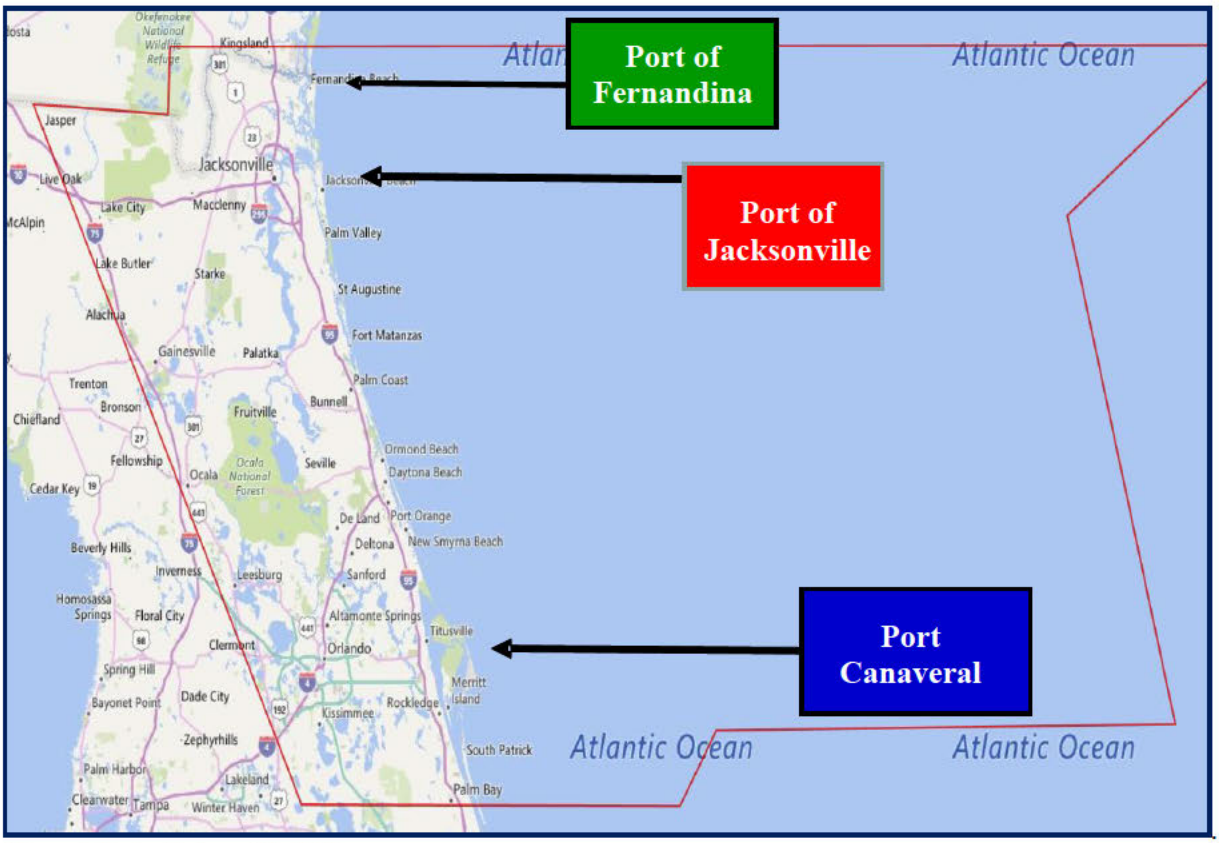


Figure 1 Sector Jacksonville AOR

2. COTP Zone Overview and Deepwater Ports:

There are three deep-water ports within the COTP Jacksonville Zone that this plan addresses. These ports are:

- Port of Fernandina,
- Port of Jacksonville, and
- Port Canaveral

The port area descriptions below provide a general overview of cargo types, priorities, and vessels that rely on a functional marine transportation system. Although referencing Economic Impact Studies for key labor, revenue, and commodity statistics, it is strongly recommended that any user of the MTSRP ensure that the most current economic measurements are available when providing for media or senior leadership reporting.

Port of Fernandina: Primarily serving the export market, a large percentage of commodity movements thru the Port of Fernandina are directed towards destinations in Ecuador, Columbia, Dominican Republic, Bermuda, Panama, Venezuela, Jamaica, and Brazil. Exports comprised nearly 98% of all cargo movements through the port. Forest products and metal exports constitute the largest export commodities for the port making up over 80% of the total cargo moved. The port supports more than 50 direct jobs and hundreds of indirect jobs, handling more than 290k tons of cargo in 2018. The Port of Fernandina has two container cranes and four supporting mobile cranes for additional lift capacity. The port is accessed by a 36' MLW

channel with a 950' turning basin and 1,200 linear feet of pier space at the rail-served multi-modal terminal.

Port of Jacksonville: According to a 2019 study, over 9,000 people are employed directly in port-dependent positions, jobs directly relying on the port. There are more than 22,000 jobs directly, indirectly, or induced by the port cargo operations in the port. The 2018 study concluded $31.1 billion of total economic value was related to the maritime cargo and vessel activity at the public and private terminals. There are 3 major cargo facilities, 1 passenger terminal, and 1 LNG terminal, several bulk aggregate and petroleum storage terminals along the 17-mile section of the St. Johns River from the Atlantic Ocean to Talleyrand Docks and Terminal in downtown Jacksonville. The port completed a multi-year channel-deepening project in CY-2022 bringing the working depth to 47' MLW. There are several DOD facilities with a direct maritime nexus including Naval Station Mayport, U.S. Marine Corps Blount Island, the U.S. Navy Fuel Depot, and the commercial facilities of Jaxport which serve as a commercial departure point for military outload operations.

Port Canaveral: According to a 2018 Economic Impact Study commissioned by the Canaveral Port Authority, Port Canaveral contributes nearly $2 billion in direct industry output to the Central Florida regional economy. The cruise industry alone brought in 2.1 million embarking, multi-day passengers in 2018. Port Canaveral is homeport to the Disney Cruise vessels along with Royal Caribbean, Carnival Cruise Lines, an expanding commercial space and space tourism hub, and has an expanding U.S. Naval presence. With the expansion of SEAPORT CANAVERAL, fuel imports have nearly doubled from

3. Uniqueness of the COTP Zone:

The COTP Zone Jacksonville includes major DoD bases and commands; is a major logistical and transportation hub for Puerto Rico and the greater Caribbean; is a major importer of automobiles for the SE United States; includes one of the busiest cruise ports in the world; and is undergoing a multi-year channel deepening project that will facilitate the arrival of Post-Panamax Vessels.

All three ports include key DoD Facilities. The Port of Fernandina and the navigable waterway servicing that portion of the AOR includes USN Submarine Base Kings Bay. The Port of Jacksonville includes NAVSTA Mayport and the 4th Fleet and is the location of USN Region SE Command; the USMC Blount Island Command which leads the USMC Maritime Prepositioned Ship (MPS) program; and Port Canaveral which contains the USN Naval Ordnance Test Unit (NOTU). Kennedy Space Center, the USSF 45th Space Wing, and commercial space businesses also conduct operational commercial space flights and use the marine transportation system in Port Canaveral and the surrounding waters for launch/recovery missions.

E. Funding Considerations

General: This section provides a general statement on the responsibility for funding a salvage operation by owners/operators. In the event that 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 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 take action 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.

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 E.3. 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/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 (10 USC § 7361 *et seq.*) 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

- FEMA is authorized in Sections 403, 407 and 502 of 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 through the use of 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 and the USCG, 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. The following general definitions are included as information resources to support incident-specific determinations.

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: 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 (33 C.F.R. Part 245).

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 C.F.R. 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.

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 first 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.

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 C.F.R. § 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 in the event that 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. Institutional Responsibility

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 is able to 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 Vessel Program (AVP). 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.

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 as a result 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.

Some states have established abandoned and derelict vessel programs for their waters to address removal of abandoned vessels that do not pose an environmental or navigation-safety risk that would cause Federal agencies to fund or initiate removal. For example, the State of Florida has well developed and exercised such programs or statutes that pertain to salvage of recreational vessels.

In the event of a vessel sinking that resulted in an oil spill, or if an oil spill from the sunken vessel were imminent, the Florida Department of Environmental Protection would be part of the IC/UC managing the complete response, including salvage of the vessel.

FL Division of Emergency Management (FDEM): May participate in the salvage operation ***planning*** phase, the assumption being that circumstances will vary for each project using the all-hazard concept (e.g., such as marine casualty, TSI, heavy weather, etc.) of incident emergency management. The State Emergency Plan, Mutual Aid Agreements, Governor's Executive Order or direction from FEMA and other Federal agencies may be made and placed in effect.

FL Department of Transportation (FDOT): 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).

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 H for regional and local salvage commercial diver capabilities.
2. Refer to Appendix H 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.
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.

Figure 2-1 Contractor Adequacy Factors

C. Stakeholder Coordination:

Advanced planning and preparedness require the expertise of public and private sector specialists, and the support of stakeholder leadership. Proactive engagement with stakeholder groups is vital to advance preparation and effective incident response and recovery. The following standing committees in NE and E Central Florida support incident response contingency plan development and validation of initial response objectives and strategies.

- NE and E Central Florida Area Maritime Security Committees
- NE and E Central Florida Area Committees
- NE Florida and Port Canaveral Harbor Safety Committees

During response operations, select members of these standing committees activate as members of the Port Coordination Teams for NE and E Central Florida to support incident response operations, provide essential support or recommendations to the

Federal on Scene Coordinator, and identify threats to the marine transportation system. Sector Jacksonville notifies the members of the team activation via the Alert Warning System (AWS) and facilitates each teleconference/meeting following protocols outlined in the Sector Jacksonville MTS Recovery Plan.

For a full description of the duties and activation procedures for the Port Coordination Teams of NE and E Central Florida, refer to the Sector Jacksonville Marine Transportation System Recovery Plan.

Core membership of the Port Coordination Teams for NE and E Central FL include:

Bar Pilots	Towing Vessel Operators	Port Authorities
USACE	DoD Representatives	County Em Mgmt
US CBP	Cruise Ship Operators	MARAD
Container Facility Operators		

Additional representation from locale-specific facility or vessel managers may also be requested to participate as part of the Port Coordination Team on a case-by-case basis based on the incident type, location, and potential disruption.

D. Incident Command System and Organization:

The staffing for a salvage response shall be staffed by USCG personnel and supplemented by public and private stakeholder subject matter experts (SMEs), including representation from the vessel owner/operator if applicable. 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.

Under the direction of the Operation Section Chief, a Salvage Branch or other similarly named Branch may be established under the Operations Section to lead and functionally manage all tactical operations associated with a salvage incident response. This Branch may include the assignment of Divisions or Groups to execute specific operational elements of a salvage response such as salvage plan review, lightering, dewatering, submerged operations, or other on-water operations. If established, a Salvage Branch may consist of representatives from:

- USCG Membership from CG SERT / NSF
- 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 to perform essential functions shall be

identified to carry out salvage objectives. A notional ICS organization for a basic salvage response operation is included in Section 3.

E. Port and Waterway Priorities:

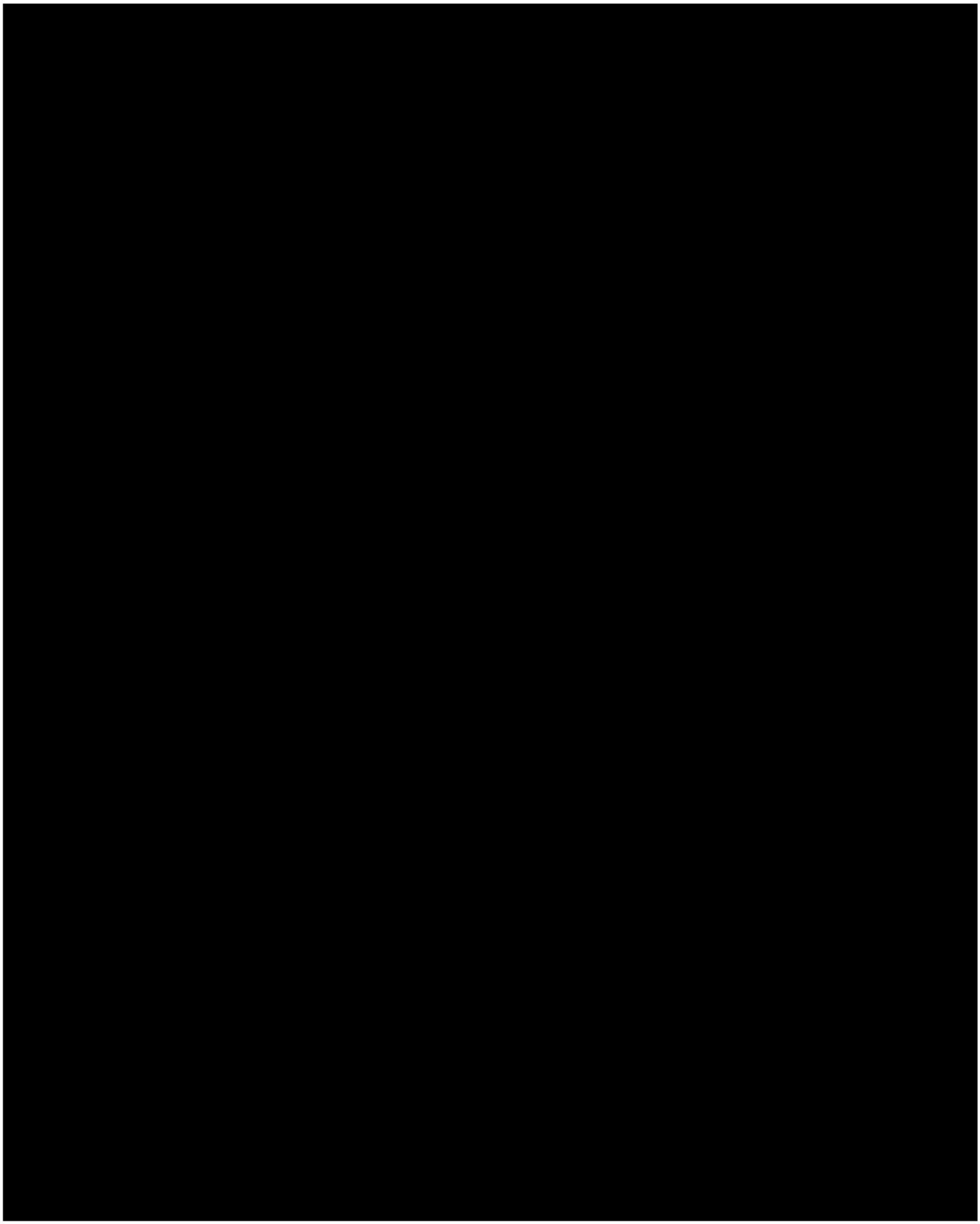
Developing ***general*** salvage and recovery priorities for the waterways, vessels, and facilities/infrastructure are among the significant tasks the Planning Section must consider. The Sector Jacksonville MTS Recovery Plan contains specific priorities for Waterways and Cargoes to consider. See the MTS Recovery Plan for complete details including interaction and coordination with the MTSRU and the PCT during salvage operations

2. Vessel and Cargo Flow:

Based on the type of interruption event and the length of any potential vessel movement delay, the ***MTSRU*** will coordinate with the ***PCT*** to develop a prioritized vessel movement (***Figure 3.1***) and cargo movement (***Figure 3.3***) scheme that will align with national and/or regional priorities if the event is a Type I or II complex incident.

Additional critical elements that may influence the departure from pre-planned priorities may include activities required to reduce the risk to public safety or welfare; security issues with the vessel, crew, and cargo; security elements at the facility of destination; or other national-level elements that may drive additional refinement of the priorities established in this plan.

The MTSRU and the Northeast and East Central Florida PCTs will provide recommended priorities to the Incident/Unified Command based on the priorities described in the ***Sector Jacksonville MTS Recovery Plan*** and the results of the ***Vessel Arrival Scoring and Prioritization Tool (VASPT)***. The results of the VASPT are not final and are designed solely to provide an entering argument for any prioritization scheme and takes into consideration the cargo, facility status, operating restrictions, and any security or safety issues inherent with the vessel itself. The results are solely a risk-based and weighted scoring result with certain features open to interpretation or modification by members of the PCT such as the terminal status scoring and operating restrictions.



F. Salvage Operation Typing: Salvage operations vary in size, complexity, and agency response depending on certain operational factors. However, the primary factors for Typing salvage operations are the Owner/Operator of the vessel(s) 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 types, consistent with the scenarios in Section 1. B above, which may be experienced in the field:

1. Type I Owner/Operator (RP-Managed): 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. Type II USCG Management: 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. Type III USACE Management: 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. Type IV FEMA Management: 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. Type 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 Location:

1. The primary location for the Incident Management Team is the Sector Jacksonville IMT spaces established within the Sector Jacksonville facility. This location provides protection up to Category III Hurricanes, emergency power, access to the Sector Jacksonville Command Center (SCC), limited berthing for 24/7 operations, and all support services required to maintain operations for the number of required days. Located at ***10426 Alta Dr., Jacksonville, FL 32226***, the facility is a joint USCG-U. S. CBP facility providing sufficient parking, access, and security for supporting agencies and stakeholders.

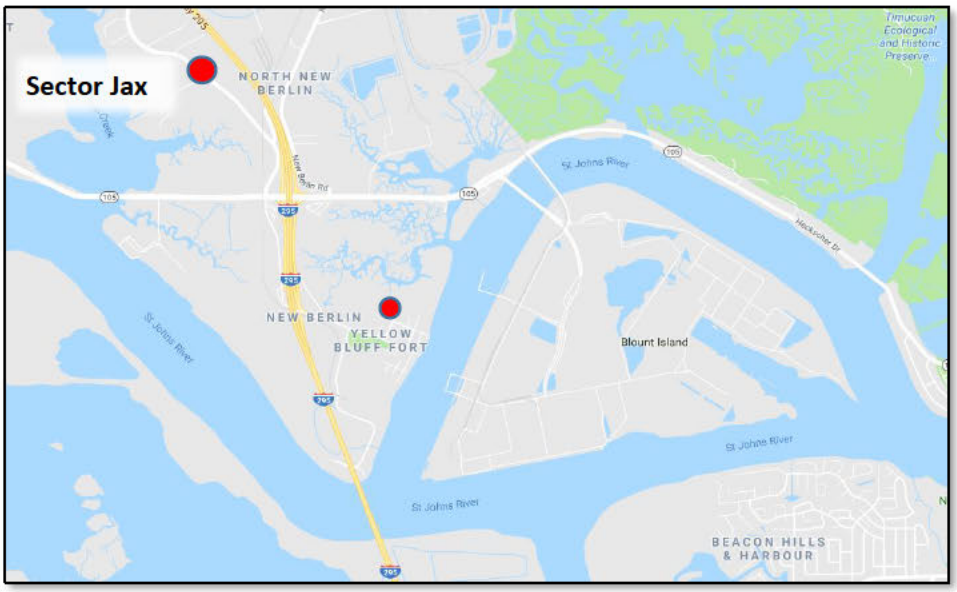


Figure G-1 Sector Jacksonville

2. The alternate site for incidents in Ports of Fernandina and Jacksonville. Located is the JAXPORT Security Operations Center (SOC) located at 9530 New Berlin Ct., Jacksonville, FL, 32226. This is the primary location for JAXPORT Security Operations Communications and Port-Wide Interoperable Communications. Constructed with the use of Port Security Grants, this location provides flexibility with communications, staging vehicles, is the location for the JAXPORT Mobile Operations Command Post, and the office of the Director of Security.


Figure G-2: JAXPORT SOC

3. For incidents in Port Canaveral, the Canaveral Port Authority Integrated Maritime Operations Center (CPA IMOC) is the location for USCG Operational Planning and is the primary Incident Management Team location for Canaveral Port Authority. This is also the location of the USCG Marine Safety Detachment. This facility provides extensive communication capability, emergency power, and support services for ICP and participating stakeholders.

Figure G-3: Canaveral Port Authority IMOC

H. Notification Procedures:

Notification procedures and protocols may differ depending on the salvage incident. Sector Jacksonville communicates essential port safety and security information in two directions:

1. Vertical (CG Organization) Notification Procedures: This is a notification direction internal to the Coast Guard. Notification to senior CG leadership from Sector Jacksonville may be required and will include a mix of direct telephone notification to the D7 Command Center and message traffic. In the event a MTSRU was established for the salvage incident, the Common Assessment and Reporting Tool (CART) will be used to report MTS impacts and response actions and may include some generic salvage incident information. In the event the Oil Spill Liability Trust Fund was accessed for the salvage incident response, salvage activities and cost accounting will be provided via record message traffic in the form of a POLREP. The Sector Jacksonville Area Contingency Plan provides detailed guidance on POLREP format and content requirements.

For incidents that have a significant national security interest or may be a high-profile incident with the potential of becoming a large-scale public affairs event, the Sector Command Center will follow normal senior leadership notification protocols and procedures.

2. Horizontal (Stakeholder) Notification Procedures: Commercial and recreational vessel traffic and vessel/facility operators require timely and accurate information to support key business decisions. Sector Jacksonville will notify the maritime community, city government, and non-maritime impacted stakeholders of any salvage response impacts or disruptions to the marine transportation system using one or a combination of the following:

- Homeport – provides a real-time update to the status of the port and brings the mariners attention to Marine Safety Information Bulletins (MSIBs) that may provide operational direction or restrictions.
- VHF Radio – Broadcast Notice to Mariners (BNTMs) will be broadcast via VHF radio by the Sector Jacksonville Command Center for specific periods during the salvage incident response and will be associated with the MSIB information.

For Notification procedures associated with the Incident Management Team (IMT), the Alert Warning System will be used to activate the Port Coordination Teams as well as pre-identified members of the IMT. Annexes A and B to the Sector Jacksonville MTS Recovery Plan provide detailed guidance on Port Coordination Team activation and management.

SECTION 3: 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 Sector Jacksonville'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 Jacksonville AOR does 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 (or other lightering procedure approved by the COTP) will be followed for lightering of a vessel.

[redacted]

c. Appendix H includes a list of available contractors and essential contact information.

d. Florida Department of Environmental Protection and/or Florida Division of Emergency Management 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.

e. 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 is 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.
(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- Initial Risk Assessment Process

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)

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 risk 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 if established as part of the IMT 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 should be gathered if possible during the initial reporting. This specific risk information will be reviewed and 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.) that may add additional complexity to a salvage response operation

To support a formal initial risk assessment process, Sector Jacksonville may use the **Salvage Risk Assessment Tool (SRAT)** developed by the Emergency Management and Force Readiness Department. This tool will support the risk assessment process noted above in addition to generating a risk profile and recommended response strategies or procedures based on the different selections.

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**
Nontank Vessel	2,500 bbls or greater	**Identified in VRP & Under Contract**	**Identified in VRP & Under Contract**	**Identified in VRP & Under Contract**
Nontank Vessel	Less than 2,500 bbls but greater than 250 bbls	Identified in VRP	Identified in VRP	Identified in VRP
Nontank 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 Forces 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) .

The identified salvage service providers required by 33 CFR Part 155 Subpart I, if applicable, must meet basic standards.

Stage 4 – Evaluation of Incident-Specific Salvage Plan Proposals

When required by the Captain of the Port, an incident-specific salvage plan will be internally reviewed by a pre-identified team at Sector Jacksonville comprised of qualified marine inspectors, FOSC representatives, qualified Safety Officers, and a qualified MTS Recovery Unit Leader. Additional support may include NSF review.

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

Incident Organization.

Sector Jacksonville 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.

Incident Objectives.

Section 3.F. and Figure 3-3 provide a list of notional objectives for potential salvage operations. The notional objectives include those that may be considered for the overall response including SAR; Vessel Control; Vessel Assessment; and Reporting. In addition, basic first response strategies are also included to support the transition from the initial ICS-201 to the Incident Action Plan.

Evaluation of Operations.

The safety and efficacy of operations shall be evaluated before the end of each operational period to determine if the personnel safety, equipment selection, equipment performance, and the results are consistent with expectations of the Incident/Unified Command. The Operations Section Chief will coordinate an operational review with Branch Supervisors, USCG SERT, and the RP salvage service provider representation.

Appendix B to this plan includes a basic evaluation guide for initial response actions and operations required within the Incident Action Plan to ensure all essential stages are evaluated. Consistent evaluation of decisions and planned actions are necessary to ensure that accurate, timely, and actionable information is available to adjust strategies, enhance safety where necessary, and identify the need for additional equipment or procedures.

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 public and private entities depending on variables including the types of vessels, operating environment, and cargoes. In all cases, the RP 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 as 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 positions.

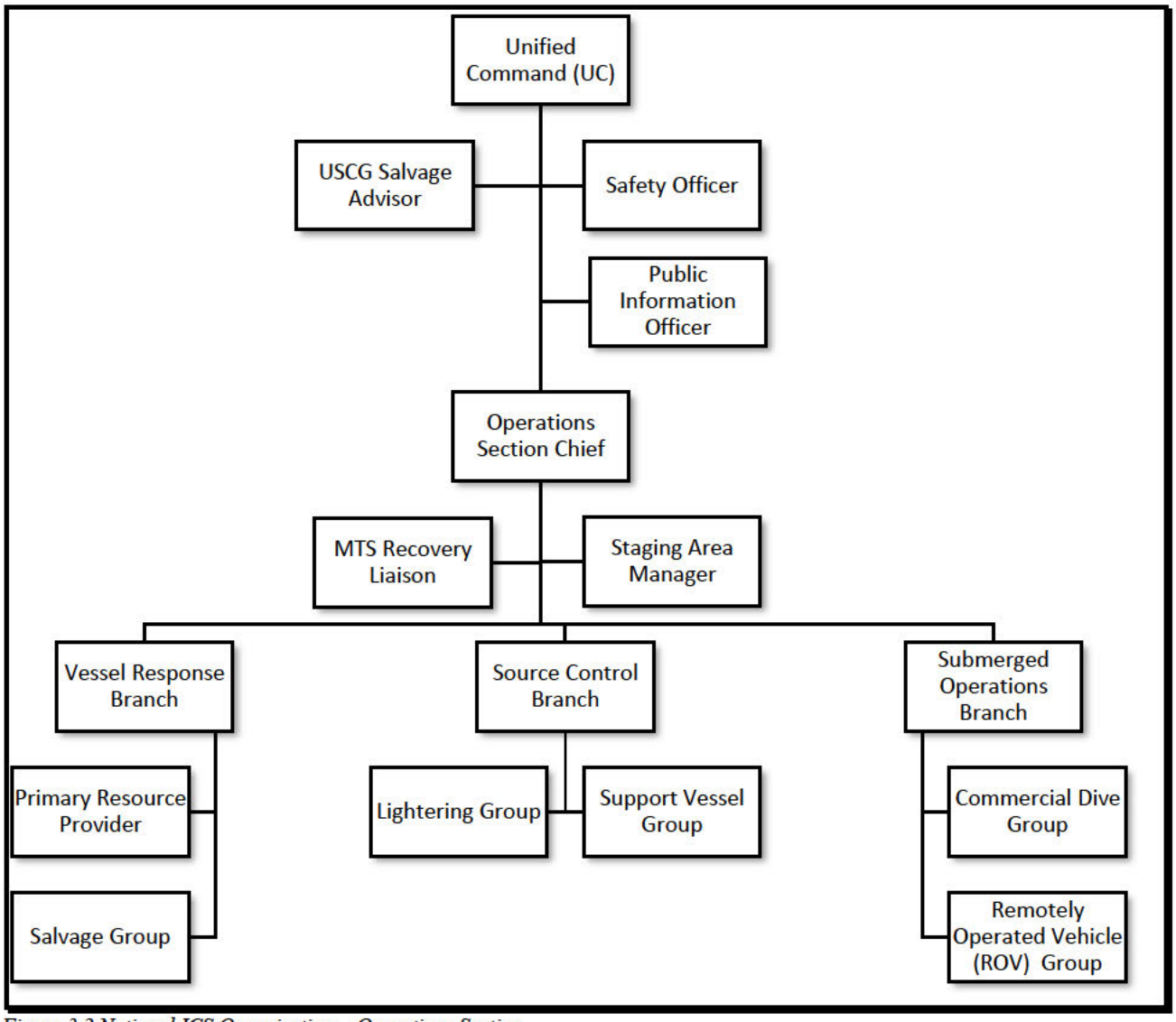


Figure 3.2 Notional ICS Organization – Operations Section

F. Basic Salvage Strategies:

1. During the initial response phase, a range of strategies necessary to set the stage for salvage response in support of MTS recovery should be developed. ***Figure 3.2*** *(next page)* is an example list of possible initial incident objectives for CG missions. Development of salvage and MTS recovery specific tasks to achieve the established objectives 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
Safety and Evacuation (if necessary) of Vessel Crew	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
	Protection of the Maritime Public.	Cargo Safety *See Appendix C*	Notify Flag State / Class Society	Stabilize Vessel
		Pollution Assessment *See Sector Jacksonville ACP*	Notify Possible Salvage Special Forces (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 Sector Jacksonville 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 Sector Jacksonville initial response structure and points of contact for salvage response as noted in the Vessel Response Plan.

f. CG Sector Jacksonville Prevention and 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. See Appendix G for Investigation procedures during salvage operations.

2. Determine needs, arrange for, and coordinate provisions of salvage response using this plan for CG Sector Jacksonville 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 I provides general incident-specific salvage response plan considerations. Appendix L 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 Requirements and Planning Factors:

General: It is essential for the initial salvage 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***.

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. This VRP Express Quick Reference Guide was updated March 2021. COTPs should verify the current VRP Express Quick Ref Card is used to validate the salvage service provider information in the Vessel Response Plans.

-SEE NEXT PAGE FOR VRP EXPRESS GUIDE -

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"**

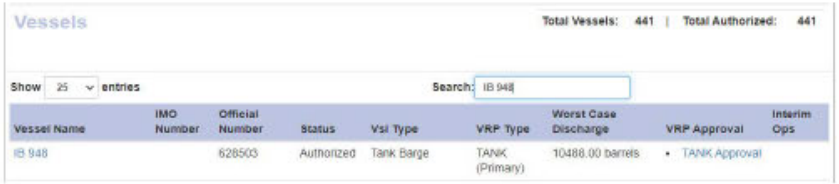
Search results : Criteria—Official Number (628503)

Plan #	Plan Holder	Plan Preparer	Status	Plan Exp Date	Plan Type
20165	Ingram Barge Company	INGRAM BARGE COMPANY	Authorized	11/08/2023	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 of being within the plan. If the diagrams are NOT found in the uploaded plan saved in Step #9, return to the View Plan screen opened in Step #8 and follow the below.

10) Select the "Vessels" tab on the left menu

11) Click "VIEW" for the desired Vessel

12) Go to Step 2 of the Vessel Specific Information

13) Scroll to the bottom and click the highlighted diagrams to save

VI) LOCATING / VIEWING REMOTE ZONE CONTRACTS:

Some COTP Zones require contracts, certifications, or APC documentation. These documents are uploaded to the GSA section of VRP Express. To access, return to the View Plan screen from Step #9 and follow the below.

14) Select the "GSA" tab on the left menu

15) Select "VIEW" for the desired COTP

16) Go to Step 5 of the Geographic Specific Information

17) Scroll to the bottom and click the highlighted documents 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.

Figure 3.4 3VRP 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 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**: <or =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:

Supporting forces 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.

With the exception of CG SERT providing remote support services, Special Forces 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 Jacksonville in most cases will be unable to request the support of the deployable Special Forces.

Gulf 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.

Additional Special Forces that may be requested include:

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

I. MTS Recovery Considerations:

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 as a result 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 Jacksonville*** includes detailed information on the following:

- Port cargo and waterway priorities for the Ports of Fernandina; Jacksonville, and Canaveral
- 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 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 IMH, COMDTINST 3120.14 (series); Homeland Security Presidential Directive-Five; NIMS 2008.

3. Use of Social Media: Coast Guard Seventh District Public Affairs Detachment (PADET) Jacksonville will support Sector Jacksonville 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. ***D7 Facebook*** https://www.facebook.com/USCoastGuardSoutheast 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.

b. ***Sector Jacksonville Facebook:*** https://www.facebook.com/USCGSectorJacksonville This site is managed by the Sector Jacksonville Unit Public Affairs Officer.

c. ***Twitter*** https://twitter.com/USCG Southeast There are several thousand followers on Twitter, including multiple media outlets. 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. ***Local Public Affairs Support***: Local support is available 24/7 and requested via Coast Guard Seventh District PADET Jacksonville. The Sector Command Center or the unit's designated Public Affairs Officer will notify the Supervisor, PADET Jacksonville as per standing directives.

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

c. ***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. INITIAL RESPONSE CHECKLIST

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	
	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 Reps	
	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 IOP IAW the Approved Incident Specific Salvage Plan	
	Coordinate Safety and Operational Monitoring of Salvage Operations	
	Adjust Strategies as Required	

Figure B1 Initial Response 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: **SERT.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.

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

The Rapid Salvage Survey form is also available in a fillable PDF format on the Sector Jacksonville Public Drive and at the following link: Marine Safety Center - SERT (uscg.mil)

USCG MSC SERT (REV 01/18)

APPENDIX D. SUPPORTING FORCES ACTIVATION:

1. National Strike Force

The primary duty of the Strike Teams is to assist FOSCs during all phases of a response to an oil spill, a hazardous material release, natural disaster response, and providing technical assistance/support pertaining to response equipment and operations. The NSF can support the FOSC either remotely or on-scene. The NSF capabilities include support for assessment, high volume pumping equipment and site-safety, and supporting incident management with communications and mobile command posts. The FOSC representative, under the direction of the COTP or FOSC, may contact the NSF directly following the guidance in the USCG Environmental Response and Preparedness Manual https://cg.portal.uscg.mil/units/cgmer/MER%20Manual/CIM_16000_14A.pdf . Contacting the NSF directly can be accomplished using the following numbers to the Command Duty Officer:

- Atlantic Strike Team (609) 556-9376
- Gulf Strike Team (251) 441-6601
- Pacific Strike Team (415) 559-9908

Should additional support, including the CG IMAT or PIAT, be required Sector Jacksonville can contact the National Strike Force Coordination Center (NSFCC) directly at the 24-hour Command Duty Officer number:

- NSFCC Command Duty Officer: (252) 267-3458

2. USCG SERT

CG SERT will normally be activated prior to the establishment of a formal Incident Management Team. The Prevention Department Head or members of his/her staff will be requested to initiate contact in accordance with Section 3.H. and Appendix C. To the extent possible, SERT will be provided with essential information contained in Appendix C to establish a baseline of the incident characteristics and will be requested to support salvage operations by:

- Identifying any vessel plans currently on file
- Develop initial stability information
- Establish communication with the Responsible Party Salvage Service Provider (Naval Architect)
- Review Incident-Specific Salvage Response Plan
- Participate in operational assessment of ongoing operations to evaluate effectiveness

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 RFOSC 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 https://cg.portal.uscg.mil/units/cgmer/MER%20MOUs%20MOAs%20and%20IAAs/Shared%20Documents/MOA%20between%20USCG%20and%20USN%20on%20interservice%20cooperation%20on%20oil%20spill%20response%20and%20salvage%20operations%20-%20June%202015.pdf

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 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 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.

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

Sector Jacksonville
Pre-Dive Safety Checklist

References

OSHA	USCG
29 CFR 1910 (Section 410, 421)	46 CFR (Section 197)
COLREGS	

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 COTP Zone Jacksonville

EMERGENCY LIGHTERING PLAN CHECKLIST

Lightering operations within the COTP Jacksonville Zone/AOR **<u>are not approved</u>** without specific authorization from [*COTP Name*]. 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. [*Sector or COTP Zone*] 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 Jacksonville

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. [*COTP Name*] 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 secured, 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

USCG COTP Zone Jacksonville

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 other 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 [*COTP Name*]. In addition, a [*COTP Name*] representative must be on-scene to review operations and completion of both the DOI for the transfer and this Lightering DOI Addendum.

APPENDIX G 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 in excess of $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 examples of this are 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 approx. 1-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.

Coordination with Other Investigation Agencies

Federal

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 Florida Fish and Wildlife Conservation Commission (FWC) may assist in maritime fire investigations which happen in Florida 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 H. MARINE SALVAGE RESOURCES:

The list of marine salvage resources included in this Appendix and associated Tabs is not an all-inclusive list nor does it contain separate equipment listings for the various companies. This plan provides the essential contact information and website which will provide additional, detailed information on the resource capability, equipment lists, and services. For additional resource information not provided in this Appendix refer to Annex 9000 of the Northeast and East Central Florida Area Contingency Plan.

Tab A – Federal Salvage Resource Contact List

Federal Salvage Resource List		
Agency	**Website**	**24 Hour Contact Number**
USCG MSC SERT	Marine Safety Center - SERT (uscg.mil)	202-327-3985 SERT.Duty@uscg.mil
USCG NSF Coordination Center	NSF Coordination Center (uscg.mil)	
USCG NSF Gulf Strike Team	GST (uscg.mil)	251-441-6601
US Army Corps of Engineers	Jacksonville District, U.S. Army Corps of Engineers	904-232-3626
USN Supervisor of Salvage	Ocean Engineering, Supervisor of Salvage and Diving (SUPSALV) (navy.mil)	202-781-3889
National Oceanic and Atmospheric Administration (NOAA)	OR&R Field Staff Locations and Contact Information | response.restoration.noaa.gov	954-684-8486

Tab B – Regional / National Salvage Contractor Resource List

Regional / National Salvage Contractor Resource List		
Agency	**Website**	**24 Hour Contact Number**
Donjon Smit Americas	www.donjon-smit.com	703-299-0081
Donjon Smit	www.donjon-smit.com	703-299-0081
Resolve	www.resolvemarine.com	954-764-8700
RORC	www.RapidOceanResponse.com	833-767-7672
T&T Salvage	www.ttsalvage.com	713-534-0700
Global Diving and Salvage	Commercial Diving Services Company | Global Diving & Salvage (gdiving.com)	800-441-3483
American Salvage Assoc.	American Salvage Association	703-373-2267

Tab C – Local Salvage Resource Contact List

Local Salvage Resource Contact List		
Agency	**Website**	**24 Hour Contact Number**
Cliff Berry	Cliff Berry, Inc - Environmental Services & Waste Management (cliffberryinc.com)	800-899-7745
Beyel Brothers Marine Services	Beyel Brothers - Crane, Rigging, Heavy Haul & Marine Services	321-632-2000
Cross State Towing	N/A	904-745-1603
Dixie Towing	Home - St. Johns Marine Group (stjmarinegroup.com)	904-251-3707
E.N. Bisso Canaveral, Inc. AKA PetChem	E.N. Bisso & Son, Inc. | Gulfport Towing in Gulfport, Mississippi (enbisso.com)	504-861-1303
Mainstream Commercial Divers (formerly MER Commercial Diving and Eason Commercial Diving)	Commercial Diving & Marine Construction | Mainstream Commercial Diving (mainstreamdivers.com)	888-233-5338
Jacksonville Pollution (Subsidiary of Moran Environmental)	Emergency Spill Response Teams | Moran Environmental Recovery	888-233-5338
Lewis Diving & Salvage		
Logan Diving	Home : Logan Diving & Salvage	904-731-0000
McAllister Towing	Jacksonville - McAllister Towing & Transportation	904-751-6228
Moran Environmental	Emergency Spill Response Teams | Moran Environmental Recovery	888-233-5338
Moran Towing	Moran Towing Jacksonville, Florida | Jacksonville, FL (morantug.com)	904-757-6900
Seabulk Towing	Homepage :: Seabulk (seabulkgroup.com)	833-727-4536
NRC (formerly SWS)	Emergency Response Archives - National Response Corporation (nrcc.com)	800-899-4672
David Bennett, Marine Chemist Company, Inc.	About Us (marinechemistco.com)	904-314-5484
Doyle Smith, Southern Marine Chemists	N/A	904-607-4940
Marine Chemist Assoc.	Find a Chemist - Marine Chemist Association	

Tab D – Marine Construction Companies

Company Name	Website	Telephone	Additional Info
Beyel Brothers	Beyel Brothers - Crane, Rigging, Heavy Haul & Marine Services	321-632-2000	
Mobro Marine	MOBRO Marine, Full Service Marine Equipment Compan	866-3163-9670	
Hal Jones (Vecellio & Grogan)	Hal Jones Contractor - Vecellio & Grogan, Inc. (vecelliogrogan.com)	304-252-6575	

Tab E – Heavy Equipment / Salvage Related Services

Company Name	Website	Telephone	Additional Info
Beyel Brothers	Beyel Brothers - Crane, Rigging, Heavy Haul & Marine Services	321-632-2000	
Mobro Marine	MOBRO Marine, Full Service Marine Equipment Compan	866-3163-9670	
Hal Jones	Hal Jones Contractor - Vecellio & Grogan, Inc. (vecelliogrogan.com)	304-252-6575	
Ring Power	Jacksonville | Ring Power	904-714-2600	
Ring Power – Melbourne	Palm Bay | Ring Power	321-952-3001	

Tab F – Compressed Gas Companies

Compressed Air/Gas Services			
Company	**Gas Type(s)**	**Website**	**Telephone**
NuCO2	CO2/N Nitrogen / Special Order Mixtures	ContactUs NuCO2	1-800-472-2855
nexAir – Jacksonville, FL	Bulk CO2/Nitrogen / Special Order Mixtures	https://www.nexair.com	904-388-0561
nexAir – Melbourne, FL	Bulk CO2/Nitrogen / Special Order Mixtures	nexAir Melbourne FL Location	321-724-1555

APPENDIX I. INCIDENT-SPECIFIC SALVAGE PLAN REVIEW:

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. 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 incident-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: COTP Zone Jacksonville has established 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 the Unit Safety Coordinator. 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.
- **Vessel Disposition**: If the vessel is to be moved to a specific facility, the above noted tow plan/vessel movement plan must be reviewed in addition to having documented/certified acceptance by the receiving facility.

There will be technical and engineering calculations likely required and 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 the requirement to submit an Incident Specific 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 include a greater level of detail in the initial submission than Phase III or 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 approved 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.

U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Sector Jacksonville

10426 Alta Drive
Jacksonville, FL 32226-2302
Phone: (904) 714-7500
Fax: (904) 564-7519

16600
January XX, 2023

***EXAMPLE* CAPTAIN OF THE PORT ORDER: 2023-xx**
M/V ANY VESSEL #0123456

Master, Owner, Operator, or Person in Charge:

On January 01, 2023, U.S. Coast Guard Sector Jacksonville received notification that the M/V ANY VESSEL suffered a fire in the cargo area while moored in Jacksonville, FL. This fire burned for more than a week, caused multiple explosions, and caused extensive damage to the vessel's structure and cargo. Based on this information, I have determined that your vessel in its present condition poses an unacceptable risk to the crew, environment, and Port of Jacksonville. Therefore, under the authority of the Ports and Waterways Safety Act (Title 46, United States Code (USC), Sections 70001-70054) and Title 33, Code of Federal Regulations (CFR) Part 160.111, I hereby order the following:

a) You or your designated representative will submit an incident-specific salvage plan for review and approval that contains the following elements:

1. Vessel Particulars, including cargo & fuel that remain onboard at the conclusion of emergency/firefighting response operations.
2. Survey of the structural integrity and seaworthiness of the vessel by the Classification Society.
3. Stability assessment and stability calculations review approved by a Naval Architect and the USCG Salvage Engineering Response Team (SERT).
4. Pollution potential and means to mitigate.
5. If assist vessels will be required to support cargo lightering or other operations, provide the vessel particulars including location, transit times, and authorized vessel service or routes as noted on any Certificate of Inspection.

b) The incident specific salvage plan shall be submitted to me for review and approval a minimum of 48 hours prior to initiating planned operations.

c) The plan shall be organized in stages or phases, with the first operational actions in Phase I clearly expressed with resources identified, timelines for deployment, safety, and communication information. The stages may include:

1. Phase I – Post Fire / Initial Assessment (structural assessment/stability/systems evaluation).
2. Phase II – Overhaul of remaining spots, cargo assessment, and submission of cargo removal plan.
3. Cargo removal (solid and liquid cargoes including lightering plan)
4. Final Disposition of vessel.

Updates to the incident-specific salvage plan, including additional details added for later stages/phases will require my review and approval.

In my capacity as Captain of the Port (COTP) of Sector Jacksonville, I have determined that operation of your vessel with passengers for hire represents a significant unsafe boating condition and environmental threat to the port and navigable waterways of the United States. Therefore, I hereby order you to immediately cease operations, whether as an inspected or uninspected passenger vessel, until such time as it can be shown to the satisfaction of the Coast Guard that your vessel is being operated in compliance with all applicable federal laws and regulations.

In accordance with 46 U.S.C. §70036, failure to comply with this Captain of the Port Order is punishable by a civil penalty of up to $94,219 for each day the vessel is in violation. Willful and knowing violation of this order is a class D felony, punishable by up to six years in prison (18 USC §3581) or fines of up to $250,000 for an individual or $500,000 for an organization (18 USC §3571). This Captain of the Port Order is issued without prejudice as to the initiation of civil penalty proceedings for any violations that may have previously occurred.

Should you be aggrieved by this order, you may request reconsideration of this order to me directly. If I do not rescind this order based on your request, you may appeal my decision to the Commander, Seventh Coast Guard District. While any request or appeal is pending, all provisions of this order remain in effect. All reconsideration requests or appeals must follow the procedures prescribed in 33 CFR 160.7.

If you have any questions or comments, you can contact Sector Jacksonville at (904) 714-XXXX.

Sincerely,

I. M. CAPTAIN

Captain, U.S. Coast Guard
Captain of the Port

Receipt acknowledged:

Signature: _____Date: _____

Typed or printed name: _____

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

Agency	Location	Name
Florida Department of Environmental Protection	Jacksonville	Gracie Kennedy Michael Holmes Kevin Carr Matthew Harris Luke Lewis
	Orlando	Holly Fortune Daniel Hall Kaelyn Malone Helena Dacenay Sally Butterfield
Georgia Department of Natural Resources: Emergency Response	Georgia	Jerry Campbell
Georgia State Warning Point	Georgia	24/7 Contact
National Response Center		24/7 Contact
Florida Fish & Wildlife Commission	Duval County	Tony Wright 24/7 Contact
Environmental Protection Agency	Atlanta	Chris Russell Ted Walden

[redacted]

Agency	Location	Name	Work Phone	Email
NOAA Scientific Support Coordinator		Brad Benggio 24/7 Contact	[redacted]	
State Historic Preservation Office	Florida	Bureau of Historic Preservation		
National Pollution FundsCenter (NPFC)	Team 2 Regional Manager	Miguel Bella		
	Team 2 Case Officers	Thomas McCrossen Dwayne Adkins Derek Hardy Patrick Romanelli		
District Response Advisory Team (DRAT)	District 7	LT James Davis		
Shore Infrastructure Logistics Center (SILC)	District 7 Contracting Specialist	Thomas Auler		
Navy FOSC	Jacksonville	John Baxter		
Navy Base Kings Bay	Kings Bay Environmental	Catherine McCollum		

Agency	Location	Name	Work Phone	Email
Basic Order of Agreement (BOA)	Sector Jacksonville OSRO's	Ardent Americas, LLC	[redacted]	[redacted]
		American Compl. Tech Inc (dba ACT Environmental & Infrastructure)		
		Anderson Diving Inc. (dba Logan Diving & Salvage)		
		Clean Harbors Environmental Service		
		Cliff Berry		
		DonJon Marine Co., INC		
		Environmental Hydrogeological Consultants (EHC)		
		Hepaco, Inc		

Agency	Location	Name	Work Phone	Email
		Hull's Environmental Services	[redacted]	[redacted]
		Intracoastal Environmental		
		MORAN Environmental Recovery		
		National Response Corp		
		Progressive Environmental Services (dba SWS Environmental Services)		
		Resolve Marine Group, Inc (dba Resolve Towing and Salvage)		
		T & T Marine Salvage, INC		

Agency	Location	Name	Work Phone	Email	Agency
Fire & Rescue Department	Jacksonville/Duval	24/7 Contact	904-630-0434		
	St. John's County	Admin & Ops	904-209-1700		
	Flagler County	Emergency	386-313-4200		
	Volusia County	Services	386-254-4657		
	Nassau County		904-321-5748		
	Putnam County		706-485-0469		
	Canaveral Fire Rescue	Non Emergency	321-783-4424		
Sheriff's Office	Jacksonville/Duval	24/7 Contact	904-630-0500		
	St. John's County	Main Line	904-824-8304		
	Flagler County	Non-Emergency	386-313-4911		
	Volusia County	Non-Emergency	386-239-8276		
	Nassau County	Non-Emergency	904-225-5174		
	Putnam County	Non-Emergency	386-329-0801		
	Brevard	Non-Emergency	321-868-1113		

APPENDIX K: US ARMY CORPS OF ENGINEERS SALVAGE AND OBSTRUCTION REMOVAL PROCEDURES

The U.S. Coast Guard and US Army Corps of Engineers (USACE) have entered into a Memorandum of Understanding to establish objectives and procedures for the removal of sunken vessels or obstructions within the navigable channels that are under the direct responsibility of the USACE.

Additionally, Title 33 Code of Federal Regulations Part 245 provides detailed regulatory procedures for the assessment of potential obstructions or wrecks, a risk assessment process to determine any potential threat to navigation, and procedures for how the USACE will coordinate and lead salvage or removal operations.

USCG Sector Jacksonville will work with the local District navigation managers to determine whether the object in question is a hazard to navigation. The minimum factors for determining a potential hazard include:

- Location in relation to the navigable channel
- Navigational difficulty in the vicinity of the obstruction
- Clearance or depth of water over the obstruction
- Density of commercial and recreational traffic
- Physical characteristics of the object/obstruction, including cargo if any
- Possible movement of the obstruction
- Location of the obstruction in relation to existing Aids to Navigation
- Prevailing and historical weather conditions
- Length of time the obstruction has been known (if known)
- Historical review of marine accidents associated with the obstruction

These are the minimum factors. Refer to 33 CFR Part 245.20 for a complete list of factors to consider.

Sector Jacksonville will coordinate an internal review of historical information of the object in question, if available, along with the data provided by the USACE to determine the appropriate remedial actions to recommend to the USACE. The recommendations may include:

- No action
- Charting the location of the object
- Issuing Broadcast Notice to Mariners or publication of navigational information
- Marking the object
- Redefining the navigable channel
- Recommending removal of the object in question

The USACE and Sector Jacksonville will coordinate efforts to investigate and determine if there is any potential responsible party associated with the object/obstruction. If known or identified, the USACE will advise the potential owner and the legal consequences for failing to take appropriate action.

Removal actions by the USACE will fall into 2 categories: Non-Emergent and Emergency. For Non-Emergent situations, the USACE will take appropriate action when the conditions listed in 33 CFR Part 245.50 have been met. For emergency situations, when the obstruction impedes or

stops navigation or presents an immediate threat to life and property, the USACE may bypass the Non-Emergent conditions and move forward with removal actions.

The Coast Guard Seventh District Waterways Management Branch will assist with the determination and declaration of the vessel or obstruction as a hazard to navigation. If Sector Jacksonville and the local USACE navigation managers are unable to reach an agreement on the navigation threat, determination of the hazard, or agree on the removal actions, the Seventh District will engage with the higher authority within the USACE for a resolution.

APPENDIX L: 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 SALVAGE INCIDENT EXAMPLE IAP	2. Prepared by: (name) Date: Time:	INCIDENT BRIEFING 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 as a result 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. Preservation of property
	4. Restoration of the MTS
	Sector Tasking

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

	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 incident-specific salvage plan review. Initiate the activation of limited access area around the incident scene to prevent any threat to public health/welfare.
	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. Provide resources to enforce established limited access areas.
	Emergency Management and Force Protection – stand up an appropriately sized IMT and initiate transition from initial incident information to development of a Unified Command – Incident Action Plan.
	Logistics Department – manage all contracting issues, including coordination with Shore Infrastructure Logistics Center

6. Current Organization (fill in additional appropriate organization)

Municipal Fire Dept

COTP Jacksonville

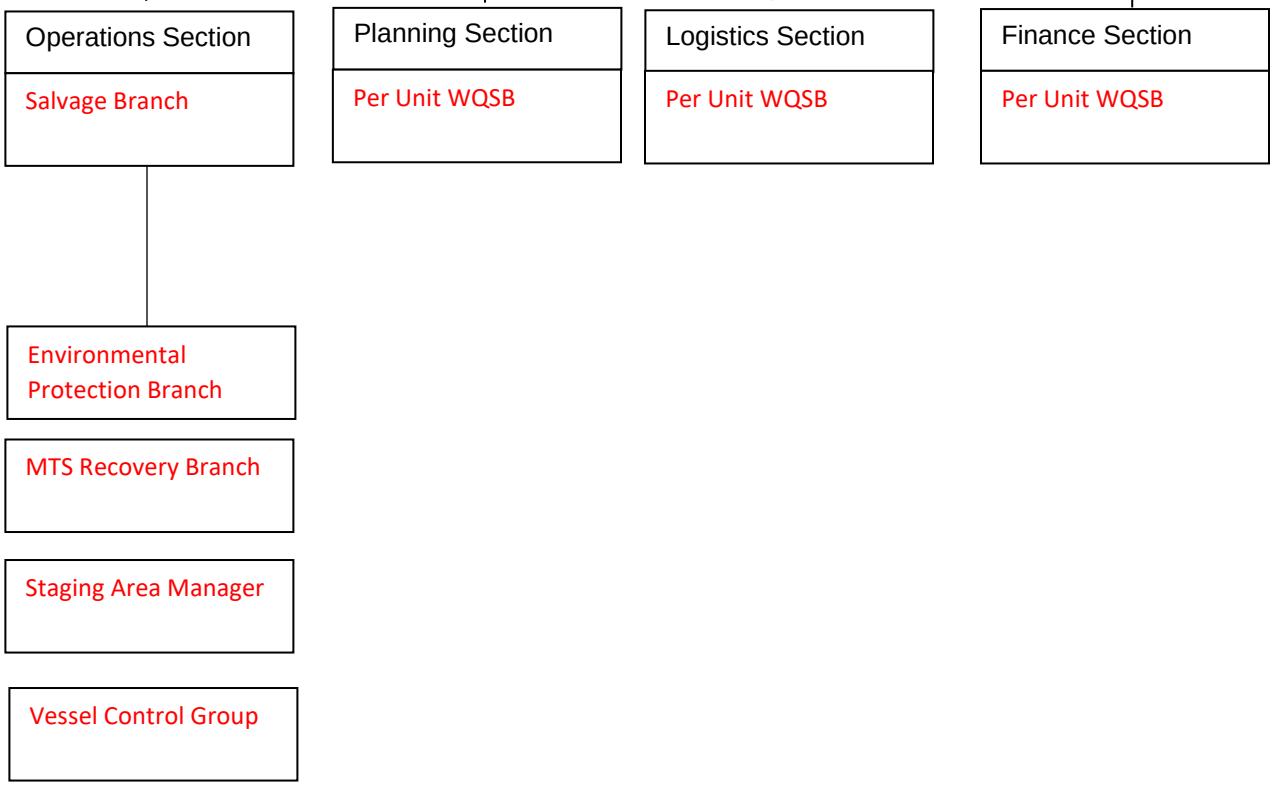
Facility Owner/Operator

Vessel Owner / Operator

Safety Officer — Per Unit WQSB

Liaison Officer — Per Unit WQSB

Public Information Officer — Per Unit WQSB



7. Resources Summary

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

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

APPENDIX M. GLOSSARY OF ACRONYMS:

AC	Area Committee
ACP	Area Contingency Plan
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
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
NSF	National Strike Force
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
PIAT	Public Information Assist Team
PIO	Public Information Officer
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