

DONJON-SMIT'S INNOVATIVE COMPLIANCE TOOL PINPOINTS SALVAGE RESOURCES

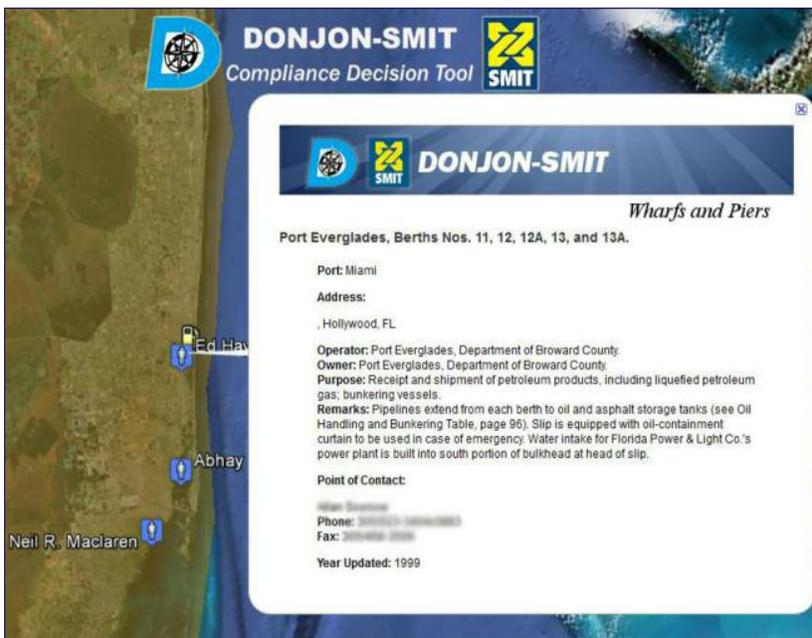
Recently, we passed the one year anniversary of the implementation of the Salvage and Marine Firefighting (SMFF) regulations. Over a year ago, Donjon-SMIT submitted our first set of Geographic Specific Appendices (GSAs) to the U.S. Coast Guard. The location-specific GSAs, listing our resources and personnel throughout the U.S. and territories, graphically demonstrate our ability to meet SMFF regulatory planning standards. Our GSAs detail Donjon-SMIT's regulatory compliance in each Coast Guard sector, in every location and category, for vessels located at pier, nearshore (12 NM), and offshore (50 NM). These appendices are incorporated by reference into our clients' Vessel Response Plans (VRPs), and Donjon-SMIT submits quarterly updates to the Coast Guard for review and acceptance.

As part of the above process, the Coast Guard has been conducting quarterly verification audits on our equipment and personnel listed in the GSAs. Verifying the required information for 19 separate salvage and marine firefighting services is no easy task. When you consider that those services are being provided to 42 separate Captain of the Port (COTP) zones at thousands of piers, the process may be almost as daunting for the USCG as it is for us as the SMFF services provider.

To lessen the pain of doing everything at once, the USCG has taken the course of vetting selected elements of the GSAs each quarter. In the first quarter of 2012, the verification was a review of our ability to provide on-site fire assessment (2-hour response time) and external firefighting teams (4-hour response

time). The vetting process requires no less than three weeks of fielding audit questions from USCG personnel in the field, and providing written responses on how we plan to respond to hypothetical incidents. We must provide responders' names, locations and qualifications

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Pier location and information with Rapid Situation Assessors that are nearby

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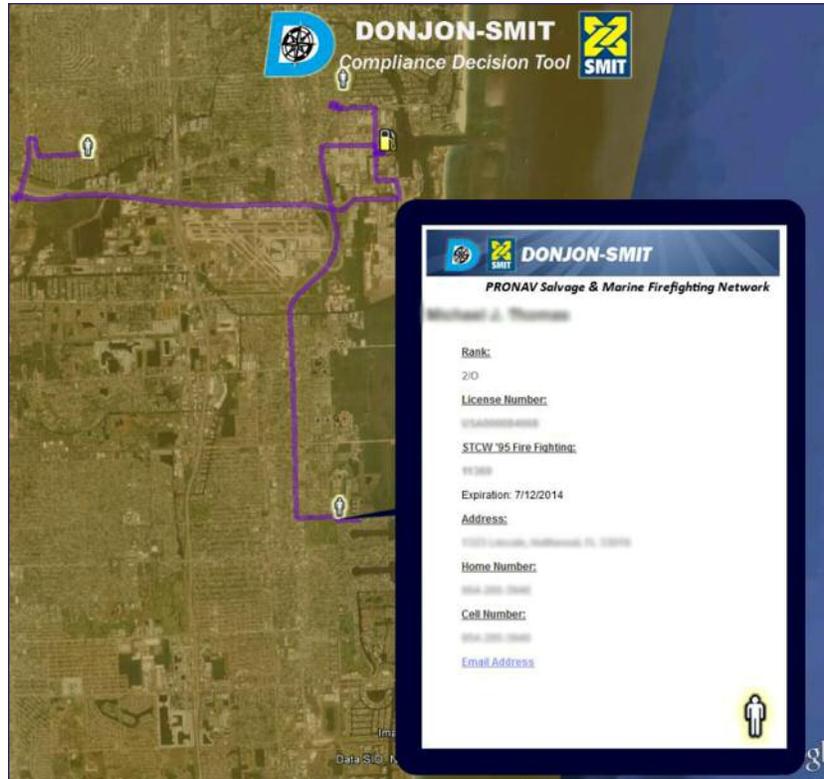
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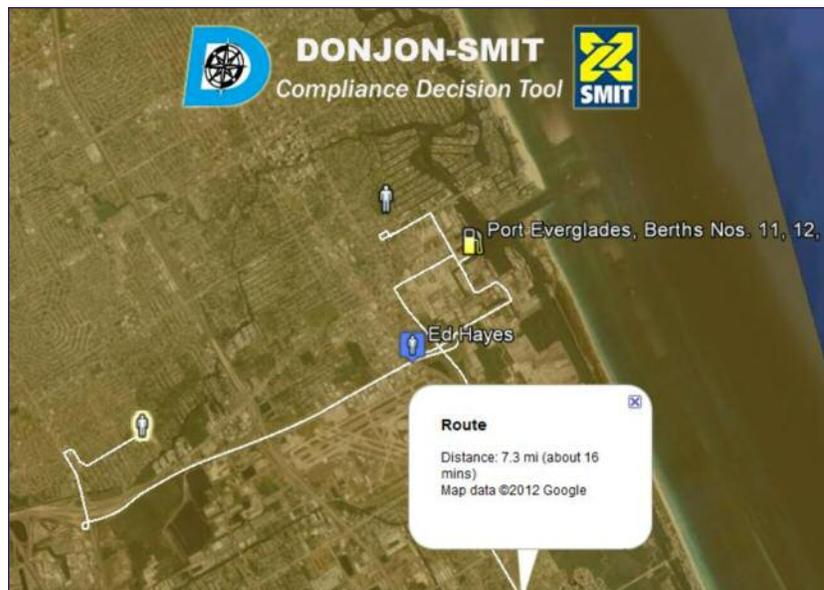
(Compliance tool, from page 1)

to perform the selected response service in their location. Needless to say, since we are expected to respond in less than two hours in a real life incident, the USCG expects us to respond just as rapidly with answers to their questions in each zone being audited.

With the help of Donjon-SMIT's Compliance Decision Tool (CDT), we can do just that. Developed over the course of more than three years, the CDT is a groundbreaking tool that allows all of our personnel and assets to be geolocated into Google Earth, showing us – almost instantaneously – which people and what equipment are available to respond to the location being audited. It further enables us to calculate the estimated time it would take to respond. We know who's available in our network of professional mariner firefighters, and it can locate the closest Rapid Situation Assessors (RSAs). The graphics you see are from our actual response to USCG Sector Miami, simulating a response to Berth 11 in Port Everglades. The CDT gives us a clear advantage over our competitors. If a provider can't respond rapidly in a drill scenario, how can they expect to meet response time requirements in an emergency situation? ❖



External Firefighting Team Members' Locations and Information such as Rank, Firefighting Certificate, Home & Cell Phone Numbers



Pier location and information with Rapid Situation Assessors that are nearby

Response to Damaged Ship Called “Phenomenal” by Coast Guard

The response effort mounted by Donjon-SMIT and other members of the salvage industry off the coast of Puerto Rico to the 900-foot damaged container ship *MSC Idil* has been called “phenomenal” by the U.S. Coast Guard. In a press release on the incident, Sector San Juan Incident Management Division Chief Lt. Kristen Preble was quoted saying that the key to the success of the 11-day response effort was “the combined effort from the U.S. Coast Guard, MSC, Donjon-SMIT [and Donjon-SMIT’s subcontractors].” Commenting on the professionalism of the salvage responders, Lt. Preble continued, “Their ability to quickly

and effectively work together to address the safety of the crew, the ship, and the environment under demanding conditions was phenomenal.”

The ship suffered an onboard explosion May 11, approximately 60 nautical miles north of Puerto Rico, during the vessel’s transit to Barcelona, Spain.

The *MSC Idil* is investigating the cause of the explosion. The ship’s crew was able to maintain full control their cargo and prevent the discharge of pollution into the environment. The *MSC Idil*

reportedly had 588,000 gallons of fuel oil and 62,000 gallons of diesel onboard at the time of the incident.

Donjon-SMIT President Raymond Lord said, “We are proud that the *MSC Idil* salvage operation coordinated by Donjon-SMIT was recognized by the Coast Guard for its professionalism and effectiveness.” ❖

Donjon-SMIT: A Global Alliance

Donjon and SMIT have salvaged thousands of vessels of all types and sizes throughout the world. Donjon owns an extensive fleet of tugs, derricks and barges in addition to salvage, firefighting, pumping and diving equipment. Global salvor SMIT brings to the alliance its expertise and experience, international fleet and sophisticated equipment, including that used to recover oils and chemicals from stranded or sunken vessels, including those at extreme depths. Donjon-SMIT manages an extensive, strategically-positioned emergency response network with around-the-clock coverage across the entire United States, from Guam to St. Thomas; from Florida to Alaska. To see a map of Donjon-SMIT’s casualty responses, go to <http://www.donjon-smit.com/maps/casualty-response-map>. ❖



SAN JUAN, Puerto Rico — The damaged container ship *MSC Idil*. (U.S. Coast Guard Photo taken May 12).

Donjon-SMIT proudly provides nationwide emergency response services



West Coast: Vancouver, British Columbia; Seattle, WA; Astoria, OR; San Francisco, CA; Los Angeles, CA; San Diego, CA

East Coast: Portsmouth, NH; Albany, NY; New York, NY; Philadelphia, PA; Baltimore, MD; Norfolk, VA; Charleston, SC; Savannah, GA; Brunswick, GA; Fernandina, FL; Jacksonville, FL; Miami, FL

Great Lakes: Cleveland, OH

Bahamas: Freeport, Bahamas

Gulf Coast: Port Arthur, TX; Houston, TX



Alaska: Valdez, AK; Dutch Harbor, AK



Pacific Ocean: Hawaii, Guam



Puerto Rico and U.S. Virgin Islands: San Juan.

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