

DONJON'S IRON & METAL DIVISION EXPANDS

Donjon's Iron and Metal Division has been expanding its facilities and functions of late. In addition to its main facility in Staten Island, New York, Donjon last year purchased CM Recycling, a metal recycling facility located in Morris County, New Jersey.

Donjon's main iron and metal recycling facility, located on the West Shore of Staten Island, New York near the Arthur Kill in Tottenville, has a rich history. First opened in the 1930s by John J. Witte, father of Donjon's founder and Chief Executive Officer J. Arnold Witte, Sr., the property was initially used only as a scrap processing and storage facility called Witte Marine. Old, obsolete, non-functioning ships and other vessels would be brought to the facility, where they would be stripped of their engines, parts and other materials, and then scrapped and disposed of. As word got around that the facility accepted these wrecks, often they would be dropped off in the middle of the night without any prior knowledge by Mr. Witte and the site became known as a ship graveyard. Aerial photos of the facility in the 1950s show a massive collection of vessels surrounding the office buildings.

Upon the senior Mr. Witte's death, Donjon Marine assumed operation of the Staten Island property in the 1990s and the company's Iron and Metal Division was born. Tripling in size over the past five years, the facility now sits on almost 21 acres, in addition to approximately 170,000 square feet of land covered by



Donjon shows its metal - and its mettle - at the scrap recycling and processing facility in New York.

water that Donjon has been in the process of developing for current and future use.

In addition to the normal road access for traditional "peddler" scrap and over-the-road project deliveries, Donjon Iron and Metal's Staten Island facility has the capability to process vessels up to 500-feet in length at one of its two wet berths. These two wet berths have been instrumental in supporting Donjon Marine's salvage and wreck removal activities since they offer a safe location to store or demolish damaged, decommissioned or salvaged vessels.

Both the New York and New Jersey facilities offer a full range of roll-on/roll-off collection, processing and scrap recycling services for its New

Jersey/New York-Metropolitan area customers and beyond.

"Especially in today's environmentally aware culture, every company and industry is seeking ways to reduce waste. Donjon provides a service to those businesses and to the community to reduce waste and help the environment in the process. We accept iron, metal and aluminum scrap, pay the customer a fair price for it, sort it, recycle the metal, and properly dispose of the non-recyclable portion," says James Witte, General Manager of Donjon Iron & Metal. "Donjon offers an environmentally and economically sensible solution to customers' iron and metal waste challenges," Witte said.

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Please visit our website at www.donjon.com



DONJON'S IRON & METAL DIVISION EXPANDS *(continued)*

The facilities collect all types of metals – everything from copper piping to copper wire to metal water heaters to full-size cranes. Donjon provides this service to individuals throwing away their soda cans as well as to businesses in plumbing, demolition, construction, electrical, fabrication, marine and other areas. Pick-up service is available in all five burroughs of New York City, Long Island, and New Jersey.

“Donjon/CM collects, loads, transports and recycles ferrous and non-ferrous metal waste,” James Witte said. “But the business is really much more than that. It is a valuable service that helps to recycle materials that may otherwise be illegally dumped or end up in landfills,” he continued. “For that, we are really proud of our function and the work we are doing here now and into the future,” he said. ❖



Donjon collects a variety of ferrous and non-ferrous metals at its Staten Island and Dover facilities.

Donjon Recovers Sunken Clamming Vessel in Manasquan Inlet, New Jersey

On July 2, while outbound to begin clamming operations, the *F/V Susan II*, a 120-ton clamming vessel, sank in approximately 35 feet of water 350 yards East of the Northern Jetty of Manasquan Inlet in Manasquan, New Jersey. The vessel allegedly made contact with the jetty, developed a hole and was lost. The three-person crew was rescued by the U.S. Coast Guard.

Donjon Marine was immediately contracted by the vessel owner to recover the vessel. It was lifted to the surface by Donjon's derrick barge *Columbia New York*, placed and secured on the deck of the *Columbia* and subsequently towed back to New York Harbor by Donjon's attendant 7000-horse power tug *Atlantic Salvor* for survey and disposal. The job was successfully completed on July 10, after weather allowed for the operation to begin. ❖



Donjon's 400-ton capacity derrick *Columbia New York* lifts the *Susan II*, a clamming boat that sank in Manasquan Inlet.

Coast Guard Contracts Donjon to Salvage Two Sunken Tugboats Outside Philadelphia

At the end of July, Donjon was contracted under a Basic Ordering Agreement (BOA) by the U.S. Coast Guard to provide emergency salvage services for two tugboats that sank on July 28, 2008 at a pier adjacent to the Schuylkill River near the Girard Point Bridge outside Philadelphia, PA. At the time of the sinking of the *Scooby Doo* and *Big Boy*, reportedly more than 2,000 gallons of petroleum-based contaminants were released into the water. Divers reduced the out flow from the tugs but due to the condition of the vessels, the flow could not be stopped until the vessels were salvaged. The Coast Guard issued a press release stating that the oil was contained and there was minimal damage to the marine habitat. Clean Venture, Inc., a Pollution Remediation Contractor and subsidiary of Donjon Marine, was also hired by the Coast Guard under a BOA to provide the pollution cleanup response for this project. ❖



Donjon's goal in this salvage operation in Philadelphia was to mitigate the pollution threat by extracting both vessels from their location/condition, dewater them and finally place and block both vessels onto the adjacent dock area where they were further remediated.

New, Improved Donjon Website Launched

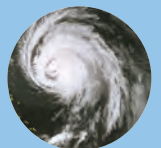
In early July, Donjon launched a new and improved website at www.donjon.com. The site features sections on Donjon's rich history; the services of its dredging, salvage and wreck removal, marine transportation, engineering, heavy-lift, demolition, diving, and iron & metal divisions; vessels; equipment, including surplus equipment for sale (this section coming soon); staff; media center featuring the latest news and issues of its newsletter; employment opportunities; related links; and, contact information.

Visit it now and return often! ❖



Donjon Responds to Hurricane Ike

Donjon was contracted by the U.S. Army Corps of Engineers through the company's SUPSALV contract with the U.S. Navy to remove and dispose of debris – vessels, containers and upland materials such as sections of houses blown apart by Ike – that accumulated in the Gulf Intracoastal Waterway just outside Galveston, Texas. Donjon subcontracted Galveston-based T&T Marine for equipment and labor with Donjon providing onsite project management, logistical and financial support. ❖



Message from the Vice President

By John A. Witte, Jr., Executive Vice President, Donjon Marine Co., Inc.

Fall is here and we again find ourselves in the middle of an active hurricane season, after two relatively uneventful seasons. Recently, on vacation, as I was sitting in Jamaica riding out Gustav, I had a long opportunity to think back to Donjon's time spent in the Gulf responding to the devastation brought about by Hurricanes Katrina and Rita. While the almost seven months away from home was at times a hardship, the Donjon team left New Orleans with a real sense of accomplishment. While we all work to earn a living those of us involved in that response went because we had to, but stayed – as funny as it might sound – because we wanted to. I will always remember Donjon's last day in New Orleans as we finished packing and waited at the

Command Post until our flights home. While we were happy to be heading home, there was a small part of me that knew I would miss the friendships and relationships we had developed over the long and often difficult times we shared. I think we all knew that no matter how hard we tried, we would never forget our time as part of the Katrina/Rita Response Team. That being said, for the sake of those who live and work in a coastal environment, I can only hope we never have the same opportunity again.



John A. Witte, Jr.

Donjon Purchases Tugboat Meagan Ann



In late July, Donjon purchased the tugboat, the *Meagan Ann*, formerly the *Scorpius*, from Constellation Maritime, a subsidiary of Foss Maritime. The *Meagan Ann* is a twin-engine, 2,250 HP coastal towing tug, built in 1975 and rebuilt in 1988, approximately 81 feet long. The *Meagan Ann* will join Donjon's tug fleet and support its marine transportation and dredging operations.

“The acquisition of the *Meagan Ann* to Donjon's fleet combines good, strong horsepower with compact size, and is a continuing illustration of Donjon's commitment to the increased needs of our customers,” said Steven G. Newes, Vice President, Marine Transportation. ❖

In this issue of *In-Depth*, you will see the broad range of projects we have been involved with since our last issue. The feature story on our Iron & Metal Division gives you the sense of our long history in scrap metal recycling and how this typically stand-alone business is integrated in all of Donjon's other activities. The story on the Amtrak bridge span removal demonstrates our heavy-lift experience and capability. The article on the two sunken tugboats in Philadelphia highlights our diving and salvage activities. There is also news about our latest addition to our towing division, the 2240 HP Tug *M/V Meagan Ann*. And finally the spotlight article which focuses on two of our longest serving employees – Johnny Carlsen and Frank Anthony – gives you the sense of Donjon as a company that offers individuals the opportunity to not only earn a living but ultimately become more like family than strictly an employee.

Our dredging activities remain quite busy as we finish up the job we started over a year ago in response to the grounding of the aircraft carrier *Intrepid*. Donjon was tasked by the U.S. Navy and Army Corps of Engineers to prepare the berth in New York for the *Intrepid's* return. It's always nice to finish what you started!

Until our next issue of *In-Depth* we invite you to visit our brand new website – www.donjon.com – to stay in touch with news of our latest projects that are noted on the front page of the site and in the media center, as well as to learn more about our company.

In addition to our normal day-to-day business activities, being at the ready to respond to today's weather or related maritime emergencies is an integral part of Donjon's business. We are proud of how our history, knowledge, relationships, experience and training come into play as part of each and every job we do. Our people are what make us what we are today, a leading marine and related service provider and for this, we are proud to serve. ❖

DONJON FOCUS ON...

Johnny Carlsen and Frank Anthony

Donjon is blessed with many long-term employees, but among the top in terms of longevity are Derrick Captain Johnny Carlsen, and Senior Heavy Lift Operator Frank Anthony.

Johnny has been employed by Donjon Marine for 32 years, since October 1976. Before coming to work for Donjon, he worked in the Marine Salvage/Heavy Lift Division of Merritt-Chapman & Scott, beginning in 1964. His father, “Teddy” Carlsen, started with that company in 1927.

After being drafted in the United States Marine Corps and serving a tour of duty in Vietnam, Johnny returned in 1967 to work for a number of different marine services companies in their derrick barge/heavy lift divisions, including Merritt-Chapman & Scott. Subsequently, Merritt-Chapman & Scott sold its derrick barge fleet to Raymond International, which in turn sold three of its largest derrick barges, the *Century*, *Constitution* and *Monarch*, to the Port Authority of New York and New Jersey. At first, Hoffman Crane chartered the three Ex-Raymond International derrick barges from the Port Authority and John’s services on them as well. At the conclusion of Raymond’s lease, Donjon chartered these same three derrick barges from the Port Authority and then later purchased the derrick barge *Century* in 1976. As then-captain of the *Century*, an A-frame style derrick barge, Johnny was acquired by Donjon right along with her. Unfortunately in October 1989 while in transit to a salvage job in Puerto Rico, the *Century* was lost in a hurricane off the Savannah, Georgia coast. Johnny says, “I remember it like it was yesterday and I cried like I’d lost my own child when I heard about it.”

Johnny is now based in Port Newark, New Jersey, where Donjon’s *Chesapeake 1000* – the East Coast’s largest floating heavy lift crane – is based. Today, along with maintaining Donjon’s fleet of derrick and crane barges used in the heavy-lift and salvage divisions, Johnny oversees all of Donjon’s crucial heavy lifts on a 24/7 basis.

A resident of Staten Island, New York, John and his wife of 41 years, Joy (his high school sweetheart since 1962!), have two children, a son and daughter, and six grandchildren.

“Over the years, Donjon has grown in leaps and bounds, and is diversified in a number of maritime fields,” Johnny said. “Its dredging work has tripled, while its salvage work has decreased because there aren’t as many wrecks as before due to regulations which have necessitated safer conditions and fewer hazards to marine traffic overall,” he said. “If we continue to pursue business like we have in the past, Donjon’s future is going to be bigger and better than ever. They can only climb higher,” Johnny said.

Frank Anthony has been with Donjon Marine for 19 years since the company purchased the *Chesapeake 1000* in 1991 from Virginia Marine Services. Before joining Virginia Marine and then Donjon, Frank worked for 23 years building ships for Sun Shipyard in Chester, Pennsylvania. Frank has worked side by side with Johnny Carlsen at Donjon since 1991, saying “I can tell what he will say almost before he says it.”

Frank has participated in many challenging jobs for Donjon, but the one he remembers best was the salvage of the 22,000-barrel oil barge *Irving Whale* in 1996, the largest salvage job in Canada’s



Frank Anthony and John Carlsen stand in front of the *Chesapeake 1000* crane barge, having worked together at Donjon since 1991.

history. In 1970, the *Irving Whale*, a 270-foot tank barge, set sail from Halifax for Bathurst, both Canadian ports, with a load of 4,200 tons of heavy oil. During this voyage, the *Irving Whale* began sinking as a result of a slow ingress of water into the barges’ flotation voids. The vessel eventually sat flat on the bottom of the Gulf of St. Lawrence seabed in 219 feet of water. “Every job is a challenge, but this one had lots of things that could have happened but didn’t,” he said, still sounding a bit relieved over a decade later.

Married for 20 years and living currently in Ridley Park, Pennsylvania, Frank has five grandchildren and four great-grandchildren.

Frank will be 68 in October and says, referring to his work, “I figure I got a few more years left in me.” Donjon will count on that! ❖

AMTRAK RAILROAD BRIDGE SPAN ON THAMES RIVER CHANNEL REMOVED

Putting its heavy-lift capability to the test, on June 24, 2008, Donjon removed an old, rusted, 1,000-ton Amtrak rail bridge span located across the Thames River in New London, Connecticut. Donjon's *Chesapeake 1000*, the largest floating heavy-lift crane on the East Coast, hoisted the bridge span – in place at that location for 89 years – from the track and transported it onboard one of its new 1400-class deck barges (*Witte 1402*) back to Port Newark for dismantling and disposal. The old bridge span will be replaced with a new, 1,888-foot-long, 35-foot-wide section. ❖



Donjon's heavy-lift equipment removes a span of an old Amtrak railroad bridge.

Donjon is seeking licensed captains, mates, engineers and deckhands who are in search of long-term careers with competitive pay and excellent benefits. Contact Katie.Abbott@donjon.com for details and become part of the Donjon team! ❖

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We'd like to hear from you. Letters, questions and comments should be directed to *Donjon In-Depth's* editor by mail, email, phone or fax:

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