

DONJON TOWS BARGE TO NIGERIA

On November 29, 2008, Donjon's *Atlantic Salvor*, under the command of Captain John Woods, along with seven crew, was contracted to tow the barge *T/B Heyden-Lamissa* (Ex-B 105) from Port Newark, New Jersey to offshore of Lagos, Nigeria. Due to security concerns, the barge was not delivered directly into port.

The barge, 98.61 meters long x 21.34 meters wide, with a transit draft of two meters and a capacity of approximately 105,000 barrels, was delivered on January 3, 2009. It was towed in ballast, with no cargo.

In addition to the tow, Donjon also provided tow prep services and tending services until the vessel was ready to depart Port Newark for Nigeria. Aside from some weather delays during the transit, the job went smoothly and as planned. ❖



Donjon's *Atlantic Salvor* performs successful tow in Nigeria.



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Donjon Dredging Projects Continue

Donjon's dredging projects continue, with the NY & NJ Harbor Channel Navigation Improvement 50-foot Project on the Elizabeth (New Jersey) channel estimated to last a total of 370 days. The total material to be dredged on the channel is 952,000 cubic yards, with the total material to be processed at 222,000 cubic yards. The total of the dredged material going to HARs is 715,000 cubic yards and to the Axel Carlson Reef at 15,000 cubic yards.

Donjon's maintenance dredging project at Jamaica Bay (New York) is a federal navigation project, and while there is no limit or environmental window on the project, it should last an estimated 90 days pending weather conditions. The total material to be dredged on this project and out to the Axel Carlson Reef is 99,085 cubic yards. No material will be processed on this project. ❖



Dredging work continues on the NY & NJ channel improvement project in Elizabeth, NJ.

Heavy Lift Project Completed

Donjon recently completed a Heavy Lift/unloading project in support of the upcoming General Electric Dredging project to remove contaminated dredge spoils in the upper Hudson River and NY State Canal System. The work involved unloading 17 350-ton hopper barges from a 400' x 100' ocean-going deck barge. The work was performed at one of Donjon's leased berths within Port Newark, Elizabeth Channel. Due to the layout of the barges, Donjon used two of its derrick barge fleet, the *Chesapeake 1000* and *Columbia, NY* to perform a tandem lift of the vessels. In addition to the use of Donjon's heavy lift assets, Donjon also provided a crew of 20 to support the operation. This crew consisted of welders, burners and laborers that were needed to release the barges from the transportation barge as well as to repair minor damage sustained by some of the fleet during transit.

The work was performed for Sterling Equipment Company, a subcontractor to General Electric. After unloading, the barges were delivered to Donjon's Albany New York terminal facility, PAV, LLC, for storage prior to delivery to the Troy New York Staging Area. PAV, LLC is jointly owned and operated by Donjon and Sims/Metal Management, one of the largest steel scrap recycling organizations in the world. The operation took a little less than four days to complete. ❖



Contaminated dredge spoils are loaded into one of Donjon's derrick barges.

Donjon Awarded Wreck Removal, Disposal Contract in Gibraltar

Donjon was awarded a contract on March 24, 2009 for the wreck removal and disposal of the remnants of the *M/V Fedra*. On October 10, 2008, during a significant storm, the *M/V Fedra* grounded and subsequently sank off the eastern side of Europa Point in Gibraltar in approximately 20 feet of water. As a result of the grounding and pounding of the vessel due to sea conditions, the vessel separated in two pieces at the forward end of No. 6 Cargo Hold. The vessel had seven cargo holds in total. The separated forward section of the *M/V Fedra* was subsequently removed from the casualty site, leaving the remaining stern section.

Owners of the vessel, in consultation with their underwriters, called for competitive bids from the worldwide salvage community and Donjon was awarded the job. Donjon will begin site operations during the middle to end of May 2009 with the major wreck removal assets to arrive from the United States in early June 2009. As the wreck removal operation is being performed in open ocean conditions, weather will be a significant concern as the project moves forward.

Donjon's effort in this contract call for the use of the 400-ton capacity derrick barge *Columbia, New York*, 7000-HP salvage tug *Atlantic Salvor* and 1400-series Donjon material barge. ❖



Donjon Marine was awarded a contract to remove and dispose of the *M/V Fedra* in Gibraltar, the southern-most tip of the Iberian Peninsula that borders Spain.



Message from the Vice President: Moving Ahead With Coast Guard Regs

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

The long-awaited announcement from the Coast Guard on December 30 that its Marine Salvage and Firefighting Regulations were finished and ready to be published for public inspection the next day in the *Federal Register* was much-welcomed news by Donjon and many other U.S. salvage companies.

Essentially, these salvage and firefighting regulations, in the works since the enactment of the Oil Pollution Act of 1990 (OPA-90), require a 15-point selection criteria for the naming of a professional salvor/marine firefighter in a Vessel Response Plan (VRP). Donjon-SMIT, Donjon's Joint Venture with SMIT Americas, offers OPA-90 Salvage and Firefighting Response Services and meets all 15 of these requirements in the standard. A salvor, for the purposes of this Act, is referred to in the legislation as "Resource Provider." These requirements are:

- (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. For marine firefighting providers, they meet the training guidelines in NFPA 1001, 1005, 1021, 1405, and 1561.

- (7) Resource provider has successful record of participation in drills and exercises.

- (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 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.



John A. Witte, Jr.

- (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.

These modifications to OPA-90 represent a significant step forward from the perspective of recognition by the maritime regulators of the professional marine salvage industry as we continue to work with the Federal, State and Local Regulatory Agencies to create a better marine environment. Now that the modifications have been implemented, we must face the issue of fulfilling our obligations as required by OPA-90. As the old saying goes, be careful what you wish for as it may come true. But when it comes to the OPA-90 regs, we in the marine salvage industry are happy the modifications have come to pass.

DONJON FOCUS ON...

Gabe Yandoli, Senior Port Engineer

Gabe Yandoli has been a Port Engineer with Donjon for more than 28 years; 28-and-a-half years to be exact, and was just named Senior Port Engineer. Gabe is primarily in charge of the repair and maintenance of Donjon's fleet of tugboats, currently eight in total: *Atlantic Salvor*, *Mary Alice*, *Paul Andrew*, *Susan E. Witte*, *Thomas D. Witte*, *William E.*, *Brian Nicholas* and *Meagan Ann*. At one point he used to also be responsible for the maintenance of Donjon's dredges and cranes, but in a recent reorganization was tasked just with the tugs, which are all moored at Port Newark, New Jersey, not too far from Donjon's offices.

When asked what his typical day is like, Gabe replied, "there is never a typical day. Donjon's business functions 24-7 and repair work can be very spontaneous. "Boats that may be scheduled in the morning for minor repairs can turn into major repairs, or other issues come up that need to be addressed as they happen, but as quickly as possible," he said. "Boats aren't making money when they are in the shop."

The normal life span of a tugboat could "last forever if you take good care of it," with things like proper hull maintenance, major propulsion overhauls, updating of electrical systems, or repowering of vessels. "The trend is to become emission compliant and achieve better fuel efficiency with all the environmental benefits that go with that," Gabe said of the engine repowering work on Donjon's fleet. "And of course you get improved reliability too which is always important to a business."

Having been with Donjon for nearly three decades, Gabe attributes the



Gabe Yandoli

company's longevity and success primarily to its employees. "Arnold (Witte, President and CEO) has a great work ethic and the core group of people who've been here for a long time have real respect for a boss who works his tail off," Gabe said. "The experience we've all gained over the years and that we are all willing to share with newcomers is important too for success," he continued. "Anyone can buy equipment but companies always need the right people to put it to work successfully."

Donjon has changed quite a bit since Gabe started his career with the company, especially so over the last 10

years when Donjon became a substantial player in the marine dredging business. "There has been quite a bit of growth here, especially here in the New York area for channel deepening work, although Donjon dredging work takes place all over the East Coast," he said. After channel deepening work is completed, maintenance dredging is always going to be necessary to maintain the channels for commerce," he said.

And as for the future of Donjon, "I see controlled growth. Arnold is always willing to reinvest in the company. Given the economy today, it is tricky but I am optimistic that we will always stay on track," he said. ❖

Donjon Opens New Office

In early February, Donjon conjoined and relocated two of its offices into one, just down the street. The new office, at 100 Central Avenue in Hillside, New Jersey, brings together 20 staff, effectively streamlining the company's marine operations into one locale. The building also serves as a warehouse for equipment and other storage.



“This move allows Donjon more space, customers better access if they need to visit with personnel from different divisions, and gives us 10,000 square feet of climate-controlled warehouse storage,” said John A. Witte, Jr. “We are really pleased with the move and for

the first time, our entire marine staff can be together in one place.”

The other two Donjon offices, located at 1240 Liberty Avenue and 1258 Liberty Avenue, will be leased. ❖

TOP PHOTO: Donjon's new office at 100 Central Avenue. RIGHT PHOTO: Kathy S. Domingos, Executive Assistant/Office Manager for Donjon Marine, prepares to tackle the day's work in her new Donjon digs.



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