NAVSEA
NAVAL SEA SYSTEMS COMMAND
Supervisor of Salvage & Diving

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NAVSEA 00C

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National Asset and World Leader

Underwater Ship Repair
(N97 & Customer Funded)
- Procedures/Technology Development
- Ship Design for Underwater Repair
- Up to 11:1 Return on Investment

USS FITZGERALD (DDG 62)
Collision Response, 2018

Search & Recovery (N97 & Customer Funded)
- Space Shuttle Columbia & Challenger
- Ehime Maru SAR and Relocation
- Cargo Ship El Faro (NTSB Customer)
- Argentinian Submarine San Juan Search
- USMC AAV Recovery
- F-35 Recoveries – Japan, Mediterranean, South China Sea

USS CHUNG HOON (DDG 93) Main Bearing Replacement, 2021

Salvage, Towing, & Heavy Lift (N97 & Customer Funded)
- USS Bonhomme Richard (LHD 6) Fire
- NAVY ESP Parbuckle in Mountain Lake
- NATO Port Clearance in Northeast Greece
- USAF Missile Retriever Stranding
- USS McCain & USS Fitzgerald Collisions
- Disaster Relief: Japan Tsunami, Hurricanes Irma, Michael, Ida

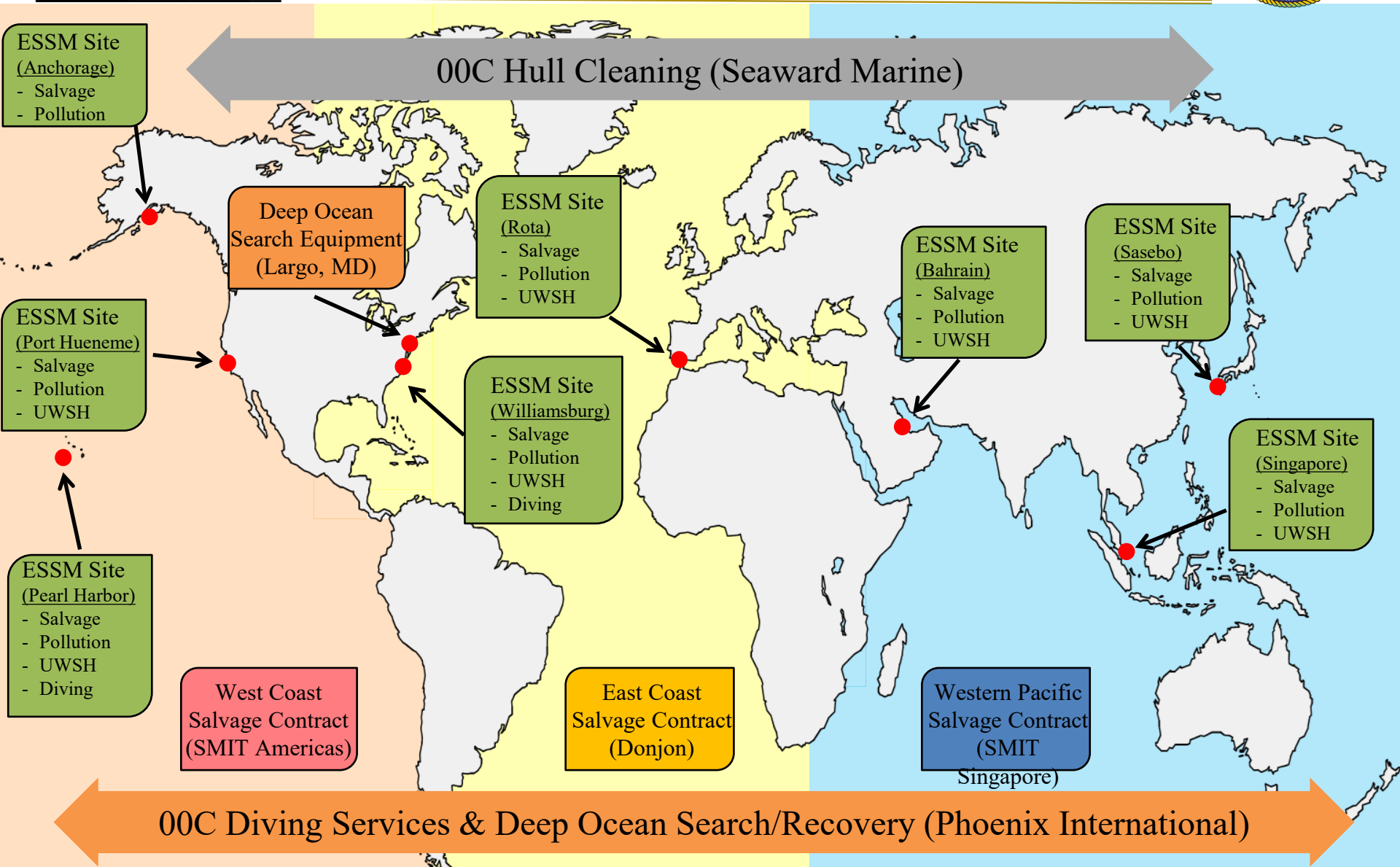
Oil Spill Response (N45)
- Ex Prinz Eugen oil removal
- Deepwater Horizon Oil Spill
- Ex USS Chehalis Fuel Removal
- Hurricane Ida
- Operation Iraqi Freedom
- USS Mississinewa Oil Removal
- Tier II/III OSRO for Navy Ships/Facilities
- Emphasis on Transportability in Austere Environments

Diving/Certification (N97)
- Saturation Diving Capability
- Navy Experimental Diving Unit *One of a kind in the world*
- USN Lead Service for Diving
- USN Diving Manual & Decompression Tables used worldwide
- Equipment Dev & Procurement
- Certification Authority for all DoD

Hurricane Ida Harbor Clearance
New Orleans, LA
September – November 2021

USS ABRAHAM LINCOLN (CVN 72)
Stern Tube Bearing Repairs, 2021

SUPSALV Worldwide Capabilities (Diving, Salvage, Pollution & UWSH)



SUPSALV Search & Recovery Systems

Shallow Water Intermediate Search System (SWISS)
Depth - 7,000 ft

FADOSS 60-Kip Ship Motion Compensator

Towed Pinger Locator (TPL)

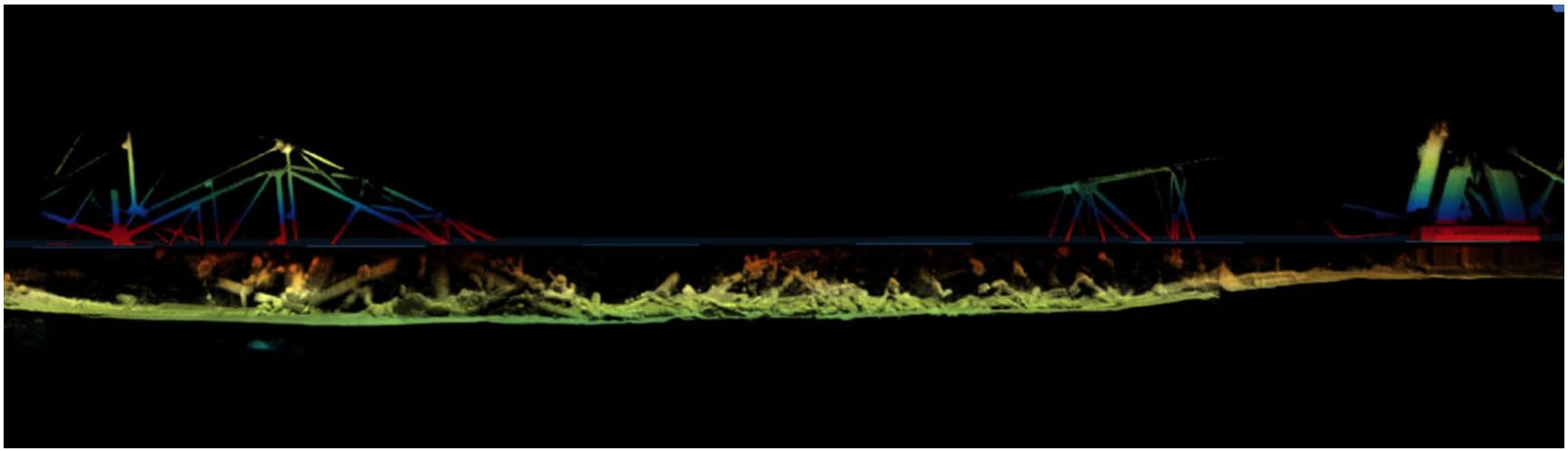
AUV – Hugin
Depth – 20,000 ft

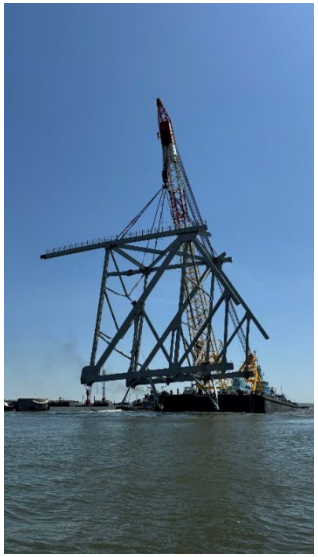
MR2 HYDROS
Depth – 5,000 ft

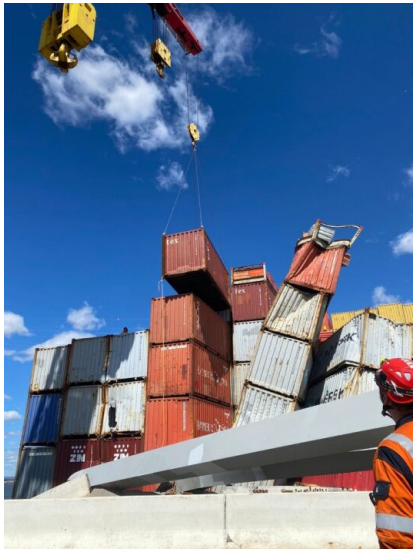
Cable-Controlled Underwater Recovery Vehicle (CURV) 21 ROV
Depth - 20,000 ft

Deep Drone ROV
Depth - 8,000 ft

FSK Bridge Collapse







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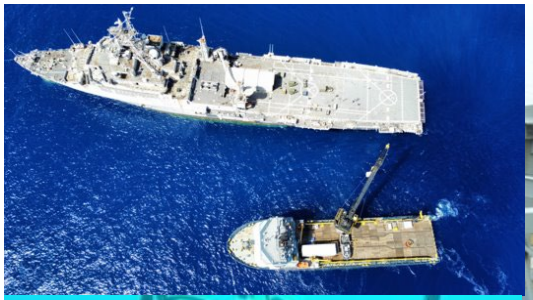
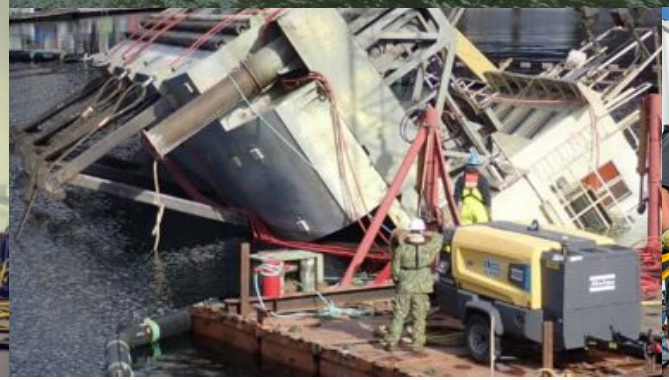
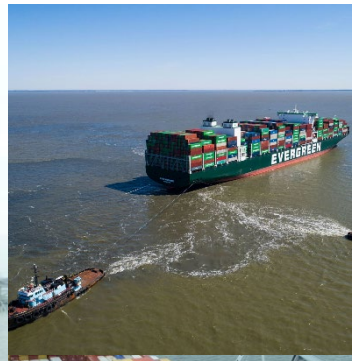
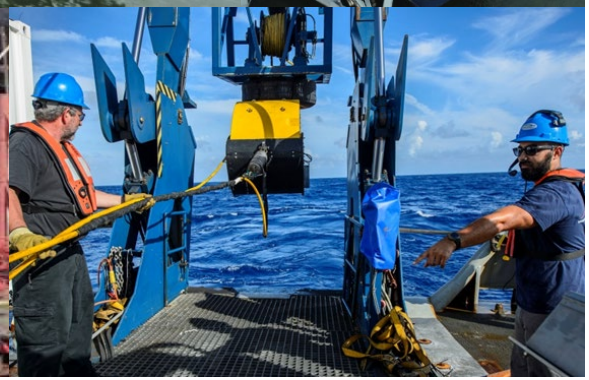




State of Marine Salvage in the United States

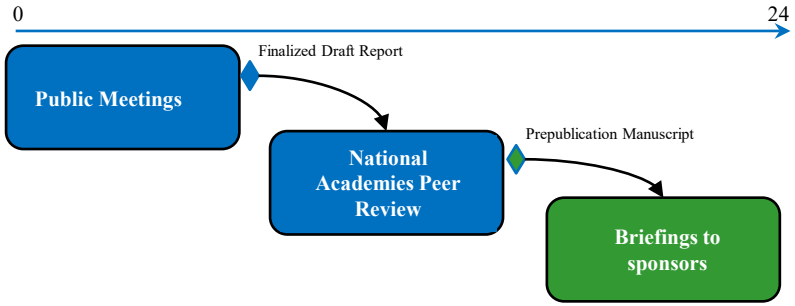
A study

State of Marine Salvage in the United States

Proposal:

An ad hoc committee will assess the current national posture for conducting ship rescue salvage for time-critical near-shore and off-shore salvage operations to protect lives, safeguard the environment, prevent property damage, and maintain the flow of commerce. With these public interests in mind, the study will examine current marine salvage capabilities, to include marine firefighting and open ocean salvage towing, when contrasted with capabilities of the recent past and in anticipation of requirements for the next two decades

Timeline (months):



Why:

- Preventing maritime casualties is a public policy priority to protect lives, safeguard the environment, prevent property damage, and maintain the flow of commerce
- The need for specialized marine salvage and firefighting services has grown
- Growing public interest in safeguarding coastlines and marine habitat and navigable waterways vital to domestic and international trade
- Difficult for private companies to invest in and sustain the specialized equipment and trained personnel
- Requires advance planning of logistics arrangements and targeted investments in specialized equipment and trained personnel
- It has now been 30 years since the last comprehensive study of the U.S. marine salvage posture has been undertaken

Audience:

- US Navy Supervisor of Diving and Salvage
- USCG
- US Congress
- Commercial Marine Salvage Industry
- Vessel Companies

Committee Composition:

- Marine firefighting, salvage, and open ocean towing operations
- Ship management to include VRPs
- Naval Architecture
- Marine Salvage Engineering
- Admiralty Law
- Risk Analysis
- Marine Insurance
- Naval and Marine Systems Development

Not all inclusive

Questions?