



# *U.S. Navy Supervisor of Salvage and Diving NAVSEA 00C*

## **2015**

- ***Wreck Oil Removal***
- ***Grounding off Okinawa***
- ***Deep Ocean Search  
and Recovery***

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# Wreck Oil Removal



## POTENTIALLY POLLUTING WRECKS

- World-wide issue, numerous governments have initiatives
- US waters, NOAA has mature, well analyzed database
  - ~20,000 vessels
  - Prioritized by threat potential
- Navy/DoD - world-wide

## US NAVY POLICY

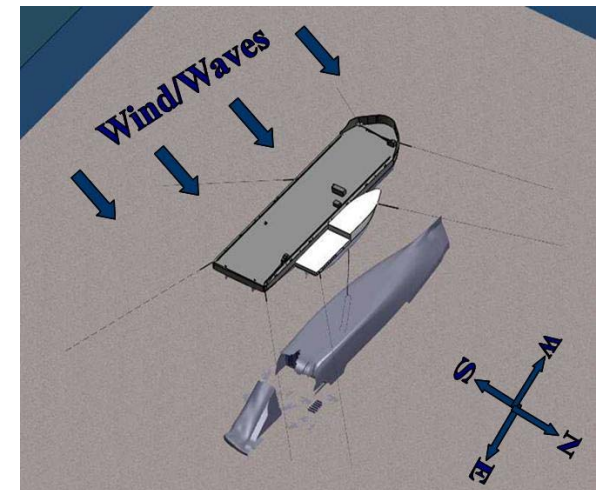
- CNO Instruction (5090.1D) requires a board to consider each sunken “threat” (any ship, aircraft, container) as identified.
- SUPSALV is Technical Representative to the Board.
- Boards Convened:
  - Ex-USS MISSISSINEWA, tanker, 1.8M gal Black oil removed, Ulithi Atoll (2003)
  - Ex-USS CHEHALIS, tanker, 60K gal gasoline removed, Am Samoa (2010)
  - WW II Era PV-1 Aircraft near Beaufort SC (2014), No Action Feasible
  - Ex-USS HOUSTON, Cruiser off Indonesia (2015), Currently in planning



# Ex-USS MISSISSINEWA, Tanker Ulithi Atoll (2003)



- Removed 1.8M Gals of Black Oil from sensitive lagoon from 21 tanks, engine room and pump room
- Navy ship and divers with SUPSALV contractor tug, barge and equipment support
- Excellent conditions, challenging logistics
- Used hot tapping (upper right)



# Ex-USS CHEHALIS, Tanker, Pago Pago Samoa, 2010



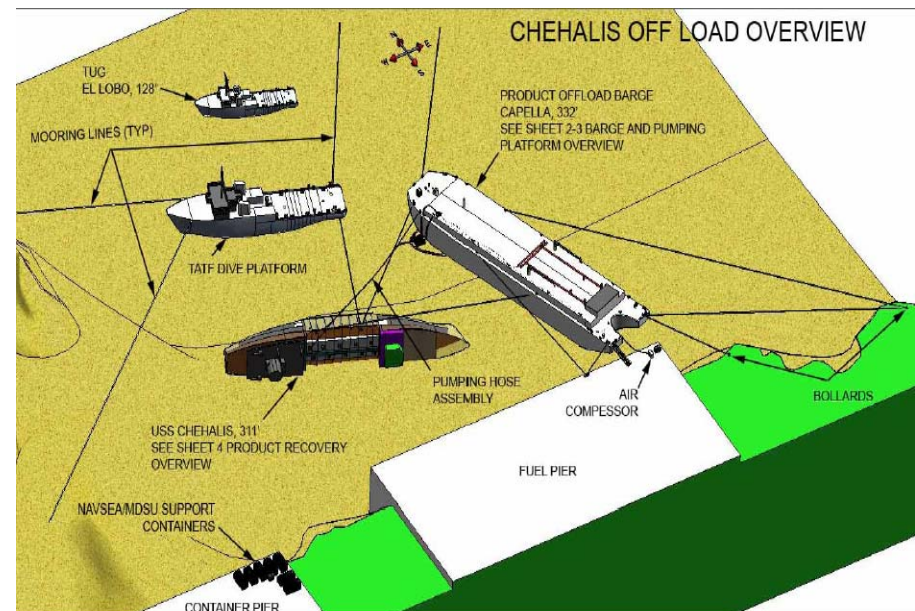
**Hot tapping for diesel**



**Skimmer Suction Head for gasoline**



- 60K gal gasoline
- Gasoline required special precautions, precluded hot tapping gasoline cargo tanks
- USN ship and divers with SUPSALV contractor tug, barge and equipment
- Excellent conditions, challenging logistics

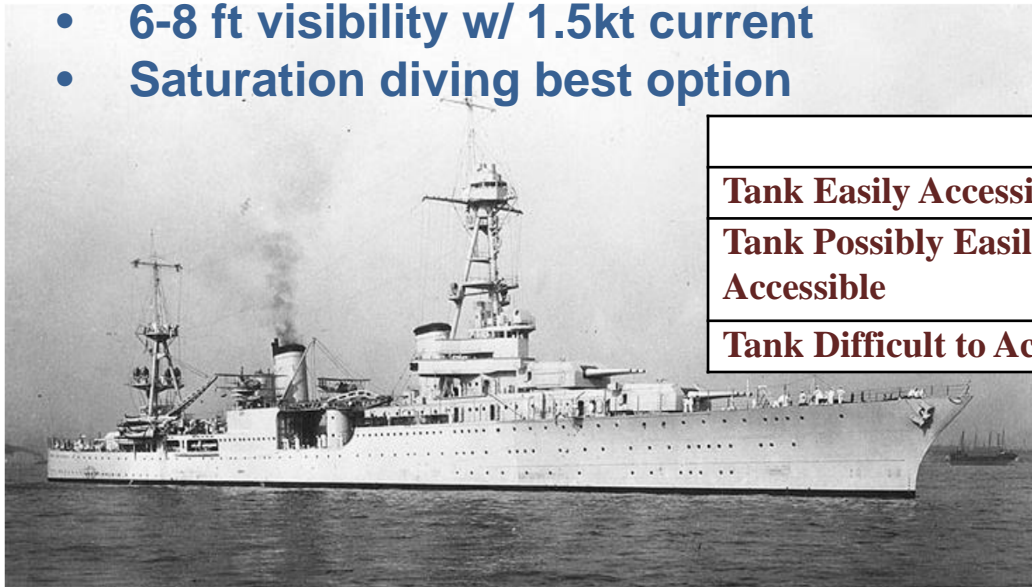




# EX-USS HOUSTON, Indonesia



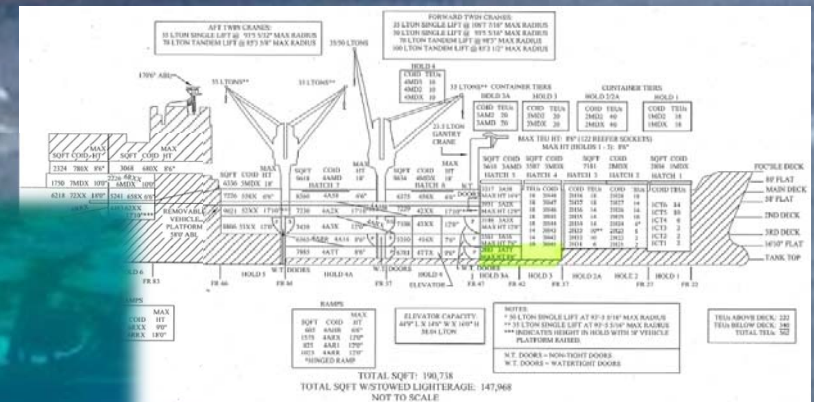
- Cruiser sunk 1942 in Indonesian Territorial Waters
- 90-130 FSW, on starboard side
- War grave for 645 men
- Leaking oil slowly
- Armored cruiser with 66 fuel tanks, 345K gals black oil max on sinking but sustained extensive damage, 27K largest single tank
- Board recommended more extensive survey, approved by SECNAV
- Sample (requires drilling) as many tanks as possible
  - Large number of small tanks
  - Armor belt
  - 6-8 ft visibility w/ 1.5kt current
  - Saturation diving best option



	Oil Likely in Tank	Oil Unlikely in Tank
Tank Easily Accessible	13	19
Tank Possibly Easily Accessible	7	5
Tank Difficult to Access	11	11

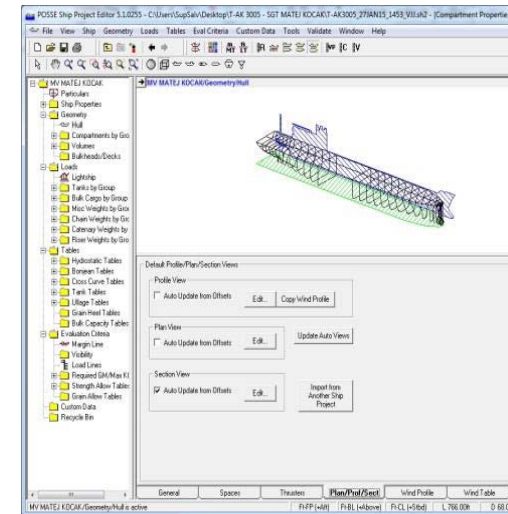
# USNS KOCAK GROUNDING

- **USNS SGT MATEJ KOCAK (T-AK 3005) grounded exiting Naval Facility, Okinawa, Japan; 22 January 2015.**
- **No injuries or oil pollution.**
- **MSC requested SUPSALV - SUPSALV deployed SMIT salvage assessment team w/SUPSALV, NAVARCH/Salvage Engineer, Admiralty Counsel**

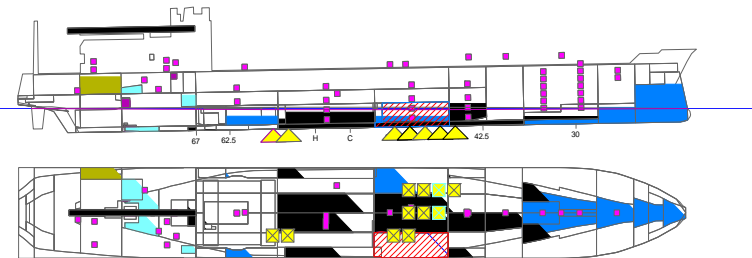


# KOCAK GROUNDING

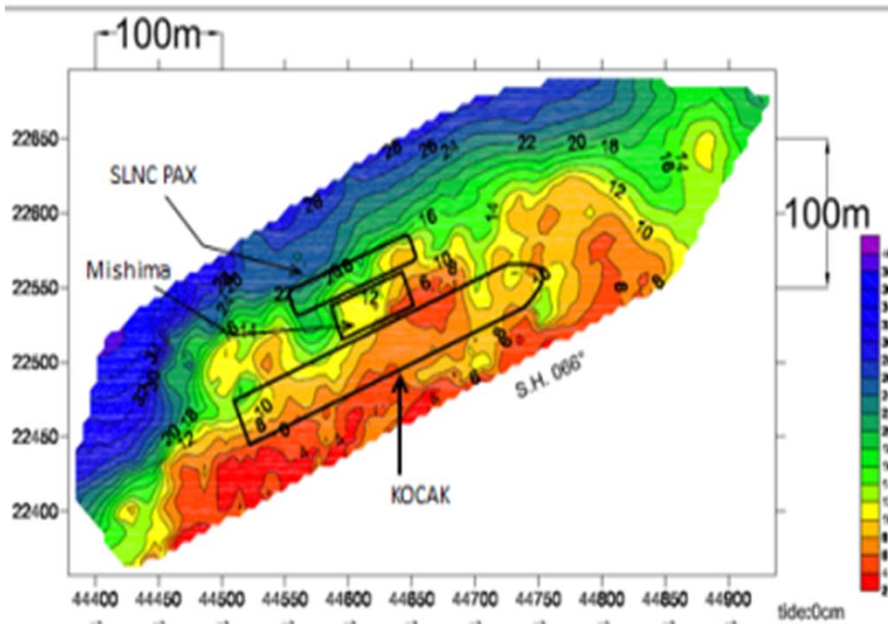
- Dive survey and Modeling
- Lightering and Refloat Plan (Ballast and DFM)
- Refloated on high tide 03 FEB (12 Days)



31 JAN 1434 (Current Loads)  
Grounding Summary



Ground Type	Mult. Pins
Total Reaction	3,335 LT
LCR	0.03A Ft-MS
TCR	8.69S Ft-BL
Force to Free	5,002 LT
Eff. Friction Coeff.	1.50
Tide Height	4.49 ft





# Deep Ocean Search and Recovery



## C/V El Faro

- Lost on 01 OCT during Hurricane Joaquin
- NTSB & USGC Investigation ongoing
- SUPSALV requested for S&R assistance
  - Mobilized in USNS APACHE
  - TPL (Towed Pinger Locator); ORION (SSS) and CURV (ROV)



- Located by ORION 31 OCT 15,500FSW
- Visually confirmed and videoed 1- 2 NOV
- Upper level of house w/ VDR separated
- Search continues

