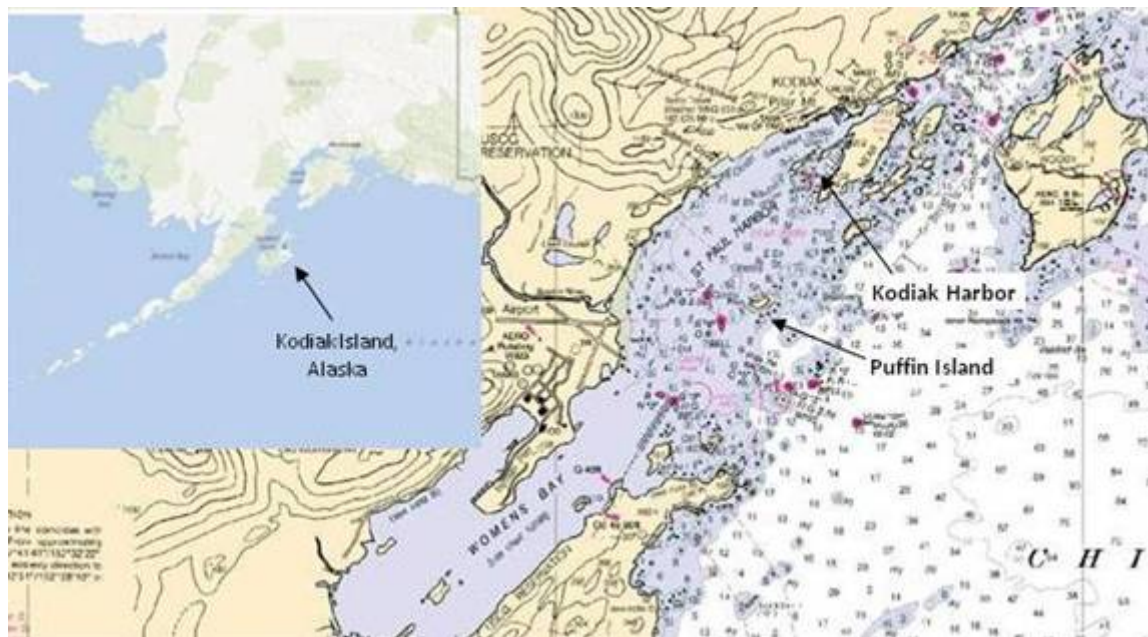


SUPSALV supports salvage of US Army Reserve Landing Craft in Kodiak, Alaska

16 July 2012

A 174-foot Army Reserve landing craft USAV MONTERREY (LCU 2030) of the 311th Expeditionary Sustainment Command (ESC) hit a rock just south of Kodiak Island late Friday, 8 June and was then beached on Puffin Island to keep the vessel from sinking and potentially spilling additional fuel oil. SUPSALV was contacted Saturday morning, 9 June and a formal request for salvage support was generated.



By Sunday, 10 June, SUPSALV's West Coast Salvage Contractor, Titan Salvage was on the scene with a salvage master and had begun a topside and underwater survey of the vessel. This was the first step in developing the salvage plan. At that time, 5 tanks or compartments had been breached and a crack on the bulkhead between the engine room and a water ballast tank was observed. A SUPSALV salvage engineer arrived on Kodiak Island on 12 June and began coordinating planning efforts between the US Army Reserve, Titan Salvage, the US Coast Guard Salvage Emergency Response Team (SERT), and Salvage engineers on SUPSALV staff in Washington who were conducting analysis and developing recovery models for the LCU.



Titan supplied emergency repair and diving equipment, pumps and compressors and a commercial landing craft to support the salvage task and by Thursday, 14 June, the salvage plan was fully developed and coordinated with USCG SERT. By daybreak on Friday morning, salvage of LCU 2030 commenced. Air compressors were staged on the commercial landing craft moored along the starboard side, providing ample space for the salvage crew to work. Tank soundings were monitored and the damaged tanks were pressed down to provide the required buoyancy to float the LCU float off of the rocks surrounding Puffin Island. The temporary epoxy patch that was placed on the crack between the engine room and a ballast tank held and LCU Monterrey was successfully refloated at approx 1245 local time and transited under own power to Sampson Docks IVO USCG base, Kodiak AK. SUPSALV and Titan Salvage remained on the scene in order to maintain stabilization efforts and later determined what is required before moving the vessel to Seward, AK for final repairs.



Final decision was made by USAR 311th ESC to tow the vessel to Seward, AK with SUPSALV and Titan reps embarked. Approximately 180NM NE of Kodiak Island, the shipyard in Seward, AK maintains the closest drydock capable of docking 600+LT vessels and was immediately available. Through Titan services, the Tugboat Chahunta was contracted to tow the Monterrey from Kodiak Island to Seward, AK scheduled to depart on 25 June. The two day voyage plan entailed a direct route along the Kenai Peninsula and into Resurrection Bay, optimizing sea state conditions for safe towing operations. A preferred weather window opened on 24 June and the tug departed Kodiak at approximately 1500 local time, towing LCU 2030 with 6 riders embarked.



At 2300 local time, Seward, AK., on 25 June, LCU 2030 was successfully docked at Seward Ship's South Pier for docking preparations. Titan and SUPSALV crew remained onboard to ensure consistent vessel stability was maintained until the Monterrey crew accepted the vessel, completing the operation.