

SUPSALV Assists Port of San Francisco with Dry Dock Removal

25 July 2013

San Francisco Dry Dock #1 (SSDD#1), built in 1942 to repair ships during World War II, has been unused and rusting for years. The dry dock is owned by the Port of San Francisco which has been looking for a way to remove it from their harbor. To assist in this effort, Congress appropriated \$3M for the purpose of assisting the Port with the preparations for scrapping the dry dock. The Secretary of Defense tasked NAVSEA's Supervisor of Salvage and Diving (SEA 00C) to coordinate with the Port for the planning and execution of the preparations.



San Francisco Dry Dock #1 awaiting disposition. The 610-foot long structure is beyond economical repair, obsolete and a potential environmental liability to the Port of San Francisco. SUPSALV has been tasked to assist in planning for its removal.

While the funds available would not pay the total cost to scrap the dry dock, the Port of San Francisco and the SEA 00C, commonly referred to as SUPSALV, agreed to use the funds to get the job started. The plan is to cover the engineering work and environmental permitting process and remove the end sections off each end of the dry dock to reduce the total scope of the remaining scrapping job to a more simplified and affordable one.

With permitting completed, physical work began in June 2013 with preparing the site at Pier 50 to begin dismantling the dry dock and preparations at the Crane Cove site for taking the end sections onto shore and dismantling them. SUPSALV's west coast salvage contractor, Titan Salvage and their subcontractors are performing the majority of the dismantling work.



Titan's excavators equipped with metal shears and gripping claws tear into a mid-body overhang on one end of the dry dock. Removed material is sorted and loaded on trucks for scrapping.



SUPSALV Representative makes final cut to disconnect the aft end section.



Crane Cove dismantling site. Preparations here included sweeping the site clean, a complete covering with a geo-tech barrier and placing dura-base mats on top to protect the barrier. Note the floating boom in the background to contain any possible runoff.



Excavators lined up at the Crane Cove dismantling site. Six of these tracked machines were used to pull the dry dock end sections onto the dura-base mat for dismantling.



Dry dock end section, approximately 98 x 120 feet being pulled onto the Crane Cove dismantling pad. 1.5 meter diameter air bags were placed ahead of the hull to reduce friction while moving it up slope.

Federal funds will be expended by the end of July but the Port of San Francisco will have a much smaller task ahead. The 610-foot long dry dock will be reduced in length to approximately 410-feet, a size that can be accommodated on many heavy lift ships. This will allow the remaining portion of the dry dock to be purchased and transported for scrapping overseas.