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Beyond the horizon: SMFF response leads RESOLVE offshore

RESOLVE Marine Group, Inc.

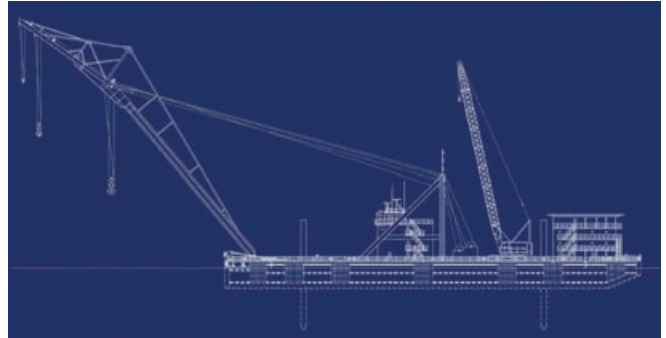
WHEN RESOLVE MARINE GROUP responded to the Deepwater Horizon rig explosion last April, the company's 207' AHTS RESOLVE PIONEER was one of a fleet of offshore support vessels trying to assist the burning rig as it was engulfed by a fuel-fed blaze. Then, as the rig sank, RESOLVE's emergency response quickly turned into an unprecedented and massive, six-month, oil spill containment and cleanup operation.

As a subcontractor to NRC and BP, RESOLVE commanded more than 120 vessels involved in cleanup and recovery throughout the Gulf of Mexico. As weeks became months, pollution response operations required hundreds of contracted personnel for transporting and deploying miles of pollution boom, rigging out decontamination barges and vessels, and supervising the "vessels of opportunity" fleet. Operations were conducted from RESOLVE's nine-acre waterfront facility in Theodore (Mobile), AL and five other coastal operations bases from Texas to Alabama. RESOLVE's US Gulf Facility became a central staging ground supporting BP, the US Coast Guard and US Navy and NRC.

As the Deepwater Horizon crisis response continued, RESOLVE was also mobilizing for responses to tanker, cargo vessel and cruise ship casualties in the U.S. and around the world. As a primary Salvage and Marine Fire Fighting (SMFF) service provider for OPA90 Vessel Response Plan holders (tank and non-tank vessel owners who trade in U.S. waters), RESOLVE is on call 24/7 for a worldwide client fleet of more than 7000 vessels. In the event of a maritime emergency (fire, stranding, collision, grounding or spill), RESOLVE is prepared to deliver salvage, fire fighting, lightering, towing and wreck removal services within hours of a casualty. The PIONEER for example, is a dedicated emergency response vessel stationed in the eastern Gulf of Mexico for OPA90 response in the southeastern U.S. waters and the Caribbean, while the company's Port Everglades and Theodore operations bases/equipment depots and 15 other depots around the U.S. are all fully equipped and ready to deploy vessels and "fly-away" emergency equipment wherever a casualty may occur.

While incidents of the magnitude of the 2010 Deepwater Horizon and the 1989 Exxon Valdez are rare, maritime casualties are common and RESOLVE has responded to many including:

- A 98,929 dwt oil tanker en route to Singapore that lost steering and ran aground off New York City;
- A 95,663dwt tanker that collided with a barge in the Sabine-Neches, Texas waterway, spilling 450,000 gallons of high sulfur crude oil. RESOLVE mobilized assets, stabilized the vessel, lightered the oil and performed temporary repairs;



RESOLVE's new 1000-ton sheer leg crane barge will be available in the Gulf of Mexico in early 2012 to support decommissioning operations.

- An 825 ft dry dock that sank during a rough weather event in Apra Harbor, Guam; and
- One of RESOLVE's most challenging responses, the 450' DBL 152 oil barge carrying 130,000 barrels of heavy fuel 30 miles off Sabine, Texas. The vessel allided with a submerged oil platform which had toppled during Hurricane Katrina. Severely damaged, the barge capsized and sank, spilling heavy oil in rough seas. RESOLVE engineered a unique pumping system to offload and recover the fuel oil from the vessel. After lightering, the barge was stabilized, refloated and towed to port in Alabama.

The DBL 152 spill casualty illustrates the peril that damaged and abandoned oil rigs present for tankers and other vessels transiting the Gulf. The U.S. Bureau of Ocean Energy Management, Regulation and Enforcement (BOEMRE) advised Gulf of Mexico oil well lessees and operators in 2010, "that idle oil and gas infrastructure on active leases must be decommissioned in a timely manner". Thousands of inactive oil platforms, wells and other oil and gas infrastructure in the Gulf must be removed or capped within five years of that notification.

To prepare for the decommissioning of abandoned rigs and other infrastructure dotting the Gulf, RESOLVE commissioned the construction of a 1000-ton sheer leg crane barge to complement its salvage vessel fleet. Designed for offshore heavy lift and marine services jobs, the vessel is ideally suited for dismantling offshore structures, wreck removal and construction projects. The ice class barge will accommodate full operations crews for extended periods.

With its increased heavy lift capability and 30-year history of successful salvage and wreck removal jobs, RESOLVE is prepared to take on offshore marine services assignments from the Gulf of Mexico to Alaska and international locations.



The AHTS RESOLVE PIONEER removing damaged loading platform sections and rebuilding mooring dolphins in Freeport, Bahamas.

RESOLVE has supported a variety of offshore operations, including:

- Assisting the defueling of pipelines that carried seven different cargoes, and creating a temporary mooring system to allow fuel lines to be connected to tankers – following a vessel collision that damaged and sank a fuel dock in Kingston, Jamaica;
- removal of hurricane damaged loading platform sections and rebuilding mooring dolphins in Freeport, Bahamas;
- removing 10 miles of decommissioned natural gas pipeline in Gulf waters off Texas;
- conducting a USCG- funded offshore dive survey spanning the Louisiana coast and 98 target sites in offshore waters. NOAA and FEMA sonar surveys identified the target locations, and RESOLVE then verified the presence of submerged objects including pipelines and other petroleum-related equipment and infrastructure that will be slated for removal; and
- refloating a concrete oil storage platform off Galveston, Texas. The 4000- ton submerged concrete platform was refloated, towed and sunk for an artificial reef off the Texas coast.

Having performed dozens of reefing projects, artificial reefing is a specialty service area for RESOLVE. RESOLVE's expertise led the US Navy to select the company to handle the reefing of the 900' ex-USS Oriskany air craft carrier, a two-year project that required extensive remediation before the ship could be laid to rest off Pensacola, Florida. RESOLVE and its environmental subcontractors first conducted a liquid load survey to identify the volume of fuels, oils and chromated ballast water contained in structural and non-structural tanks, bilge areas, voids and inner-bottom voids, interconnected or attached piping, and piping running through bilge areas of machinery spaces. Liquid hydrocarbons were removed and disposed of and all spaces and piping were certified as gas-

free. All equipment and structures were also remediated, – from gauges, lines and steering gear to flight decks and floor coverings.

An Environmental Management Plan defined and guided procedures for the identification, abatement, encapsulation, removal, storage, record-keeping, treatment, and disposal of myriad regulated materials, including:

- PCB's
- Oil-based paint
- Asbestos-containing materials
- Petroleum and petroleum products
- Chromium
- Lead, barium, cadmium and organic paints
- Enamel, polyurethane and latex paints
- Ozone depleting substances
- Wastewater (NPDES/SPDES)
- Degreasing agents
- Caustics
- Mercury
- Residual cargo including UXO, waste oil, and biological products

An Environmental Policy and Procedures Manual also guided Standard Operating Procedures for the control of environmental pollutants during the job.

As the petroleum industry and government work together to remove obsolete infrastructure from the Gulf, environmental remediation must be a priority. Well managed "Rigs to Reef" initiatives are viable means for the oil companies to contribute to the health and sustainability of the Gulf ecosystem. For industry and for the environment, these are win-win opportunities.

The highly productive marine well fields of the Gulf of Mexico will continue to yield fuel and profits for resident oil companies – only if these companies assume rightful stewardship of the Gulf. As non-productive offshore oil and gas structures are decommissioned, RESOLVE will be there – for emergency response, for heavy lift and transport, and for remediation and reefing – to support its offshore industry partners. ■

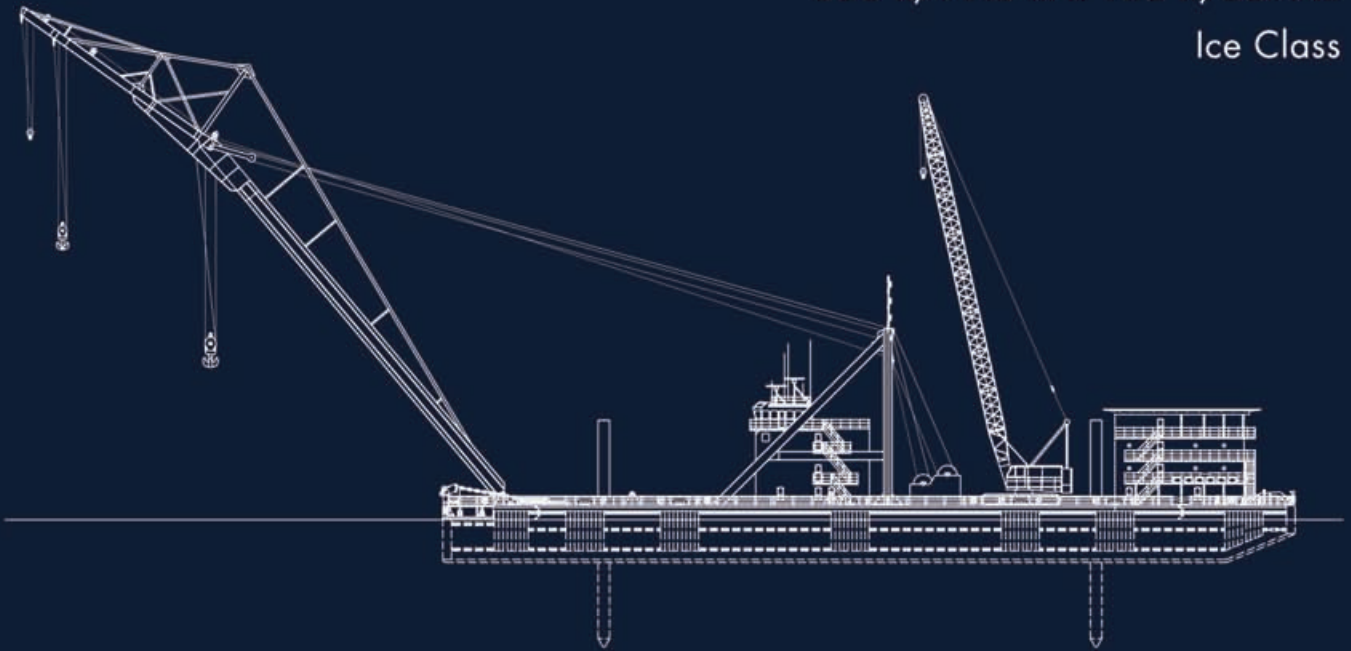
Contact information



RESOLVE Marine Group, Inc., an ISO 9001 certified company, comprises RESOLVE Salvage & Fire, RESOLVE Marine Services and RESOLVE Maritime Academy and maintains operations bases in the U.S., U.K., Singapore and China as well as representation in India and Greece. For more information, visit www.resolvemarine.com or contact RESOLVE at +1 954-764-8700 or info@resolvemarine.com.

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