



Salvage and Marine Firefighting Tabletop & Equipment Deployment Exercises FOR YEAR 2020

Fulfillment of PREP Guideline Sections 3.11, 3.12, & 3.15.

Donjon-SMIT, LLC

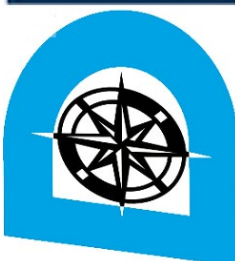
Tel +1 703-299-0081 (24/7)
Fax +1703-299-0085

15402 Vantage Pkwy E. Suite 316
Houston, Texas 77032 USA

admin@donjon-smit.com

Contents

SALVAGE



**An
OPA-90
Alliance**

<i>To Our Clients</i>	<i>1</i>
2020 – An Extraordinary Year	1
<i>Combined Salvage and Marine Firefighting Management Team Tabletop Exercise</i>	<i>2</i>
What is the focus of the SMFF TTX and who is expected to participate?.....	2
Applicability, Frequency, and Initiating Authority	2
Actual Responses through VRP Activation.....	2
Participating Elements	3
Objectives	4
Exercise Completion Items & Results	4
<i>Checklist: Salvage Management Team Table Top Exercise Objectives Tested</i>	<i>15</i>
<i>Checklist: Marine Firefighting Management Team TTX Objectives Tested ..</i>	<i>18</i>
<i>Equipment Deployment – Vessels (SMFF equipment).....</i>	<i>20</i>
Applicability, Frequency, and Initiating Authority	20
Donjon-SMIT 2020 PREP Equipment Deployment Summary Report	20
<i>Individual Plan Holder SMFF TTX Requests/Pricing.....</i>	<i>23</i>
Overview	23
Remote TTX Participation	23
In House TTX Participation	23
Participation in Other Exercises	23
<i>Attestation and Certification</i>	<i>24</i>
<i>Company Information.....</i>	<i>25</i>

To Our Clients

2020 – An Extraordinary Year

As 2020 comes to an end, we can certainly take time to reflect on all that has transpired during this unprecedented year in which Covid-19 has turned the world upside down. Whether we consider our day-to-day activities or our planning for future events, we have all, in one way or another, experienced drastic changes in our lives and business practices.

Here at Donjon-SMIT (DJS), (now including Donjon-SMIT Americas [DJSA]) our team adapted to the sudden changes the pandemic presented thanks to our commitment, flexibility, and swift implementation of numerous safety measures mandated by our parent companies (SMIT Salvage and Donjon Marine) at the early stage of the outbreak. For example, prior to mobilization to any project, strict Covid-19 travel protocols and testing procedures were established and have been followed throughout every phase of travel and operations, from departure to our return to home base.

Mother Nature also was quite busy with 2020 being the most active Atlantic hurricane season on record. We experienced 30 named storms where 13 turned into active hurricanes and six intensified to major hurricanes. Donjon, SMIT, Donjon-SMIT and Donjon-SMIT Americas crews were actively busy in the US Gulf region working for OPA-90 clients preparing vessels prior to the approaching storms' arrivals and assisting casualties after the hurricanes' passages.

Donjon-SMIT continues our commitment to being the premier SMFF services provider in the OPA-90 marketplace, having acquired Ardent-Americas, LLC early this year. This acquisition has strengthened our response capabilities, adding seasoned personnel, emergency response equipment, and strategic response partnerships. Ardent, now renamed Donjon-SMIT Americas, has become a fully integrated member of the OPA-90 Alliance of Donjon-SMIT and its parent companies.

We noticed an increase in VRP activations by the U.S. Coast Guard (USCG) this year, with DJS and DJSA responding to several (soft and hard) groundings on all US Coastlines. One such casualty was the grounding of a general cargo ship in the Mississippi River near Metairie, LA; which took place less than a month after the acquisition. The operation was carried out swiftly and professionally, exceeding our client's expectations and leading to their decision to sign a four-year extension of their OPA-90 SMFF Agreement.

As the leader in salvage response operations in the U.S. and around the world, we look forward to serving you in 2021. Please contact us anytime to assist with any situation that might arise in the new year.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

What is the focus of the SMFF TTX and who is expected to participate?

The Salvage Management Team & Marine Firefighting Management Team

As stated in the PREP Frequently Asked Questions (FAQ's) published by the USCG:

“Per the 2016 PREP Guidelines, the shore-based salvage and marine firefighting table-top exercises are expected to include the management team from the SMFF resource provider as defined in a VRP. Objectives are focused on the resource provider's ability to communicate and make decisions pursuant to a salvage and/or marine firefighting scenario.”

PREP allows service providers to utilize actual responses for exercise credit. Donjon-SMIT has taken credit for actual responses conducted this year to extend SMFF TTX credit to our clients (plan holders).

We invite Donjon-SMIT and Donjon-SMIT Americas clients to participate in the tabletop exercises through comments to this documentation. Additionally, Donjon-SMIT personnel are available to participate directly in your TTX in conjunction with your incident management team tabletop exercises. Please see pricing details in the relevant section.

Applicability, Frequency, and Initiating Authority

- Shore-based Salvage Tabletop Exercise (Salvage TTX): Tank vessels and NTVs carrying oil as cargo or fuel.
- Shore-based Marine Firefighting Exercise (MFF TTX): Tank vessels and NTVs carrying oil as cargo or fuel. (Not required for NTVs with an oil capacity of less than 250 barrels.)
- One shore-based Salvage TTX per year, and one MFF TTX per year.
- The TTX is initiated by company policy, or via an actual response through Vessel Response Plan (VRP) Activation.

Actual Responses through VRP Activation

At various dates and times, in various Captain of the Port Zones and operating areas throughout 2020, Donjon-SMIT was engaged in eight incidents through Vessel Response Plan activation. The Vessel Response Plan (VRP), as required under the Oil Pollution Act of 1990 (OPA-90), is activated when there is an incident or circumstance that presents a threat of pollution. Each case Donjon-SMIT was engaged in this year was unique in nature and type / scope of services required. As with all VRP activations of Salvage and Marine Firefighting services, the

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

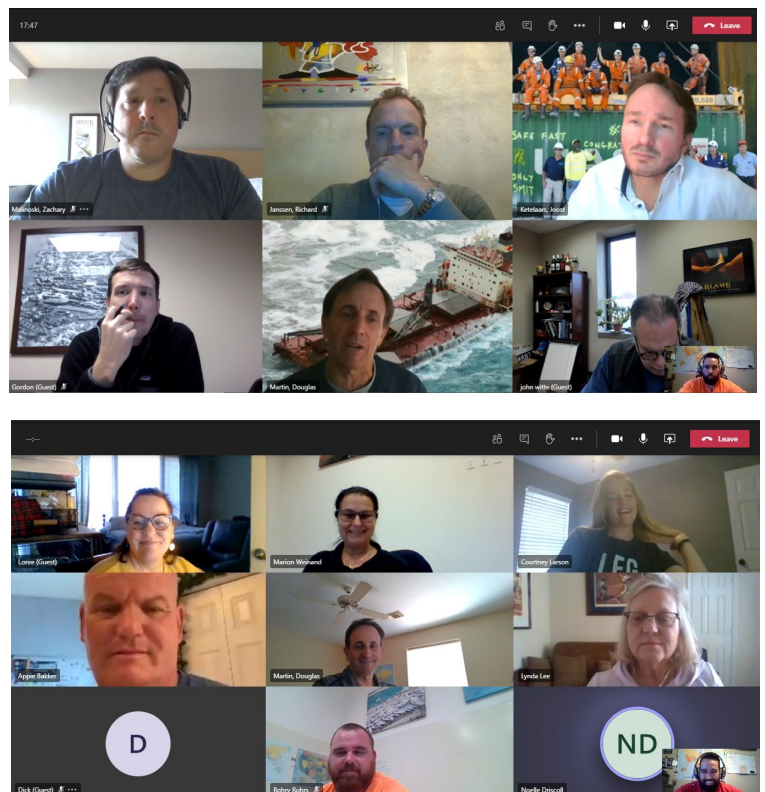
process begins with a Remote Assessment and Consultation between Owner(s)/Vessel(s) and Donjon-SMIT. In some cases, nothing further is required.

Donjon-SMIT, the contracted Salvage and Marine Firefighting (SMFF) provider was notified by owners or their Qualified Individuals in the below documented cases and quickly responded, dispatching local and cascade salvage team personnel and equipment as appropriate. In all the cases, quick activation of the VRP reduced the likelihood of situations escalating or deteriorating, which ultimately saved clients and their underwriters the considerable costs attendant to environmental restoration efforts. Donjon-SMIT protects both shipowner and environmental interests and sets the industry standard for OPA-90 response services to the maritime community.

Participating Elements

*Salvage Management Team and MFF Management Team as established in the response plan.
Participating personnel from Donjon-SMIT, Donjon-SMIT Americas, SMIT and/or Donjon:*

D. Martin	J. Witte
T. Williamson	Z. Malinoski
A. Bakker	J. Sluijmers
S. Boudreux	M. Lozano
R. Fredricks	G. Hernandez
O. Lopez	B. Kratz Jr.
G. Lorensen	K. Edgar
M. Harding	M. Weinand
L. McOwen	C. Larson



Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Objectives

Exercise the Salvage and MFF Management Team's organization, communication, and decision making in managing a salvage response as established in PREP Guidelines 3.11 & 3.12.

- See section "Checklist: Salvage Management Team Tabletop Exercise Objectives Tested"
- See section "Checklist: Marine Firefighting Management Team TTX Objectives Tested"

Exercise Completion Items & Results

The Salvage and Marine Firefighting Management Team Tabletop Exercise was conducted with the following items completed. Results are as documented. *(Continued on next page.)*

Summary of Response Activities and Actions

Date(s) Performed:

January 2020 through December 2020

Initiation Time:

Various

Completion Time:

Various

Response plan scenario used:

- ✓ Grounding or Stranding
- ✓ Collision/ Allision
- ✓ Hull Damage
- ✓ Fire/ Explosion
- ✓ Loss of Propulsion
- ✓ Flooding
- ✓ Equipment Failure

Exercise or Actual Response:

Actual responses and TTX

If an exercise, announced or unannounced:

Not exercises, and all unannounced except for the attended TTX.

Location:

Captain of the Port Zones:

- Anchorage (Western Alaska)
- Columbia River (Portland OR)
- Delaware Bay
- Detroit
- Guam
- Hampton Roads
- Honolulu
- Houston-Galveston
- Key West
- Los Angeles / Long Beach
- Miami
- Mobile
- New Orleans
- Ohio Valley
- Port Arthur
- San Diego

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

A. Knowledge of the response plan and, when exercising the MFF team, the pre-fire plan;

The responses during 2020 in which Donjon-SMIT's Salvage and Marine Firefighting Management Team were activated included mostly all 19 services identified in the regulations and nearly all U.S. Coast Guard Districts. All Donjon-SMIT personnel involved with the responses had excellent comprehension of the contents of the VRP and their roles during the incidents. Donjon-SMIT was properly notified and appropriate SMFF assets were activated, deployed and managed by experienced SMFF personnel. Three cases and one drill in 2020 involved marine firefighting components:

1. A Wasp-class amphibious assault ship; San Diego, CA
2. A 56,700 DWT bulk carrier; Houston, TX
3. A 29,496 DWT general cargo ship; Pacific Ocean

While the Wasp-class amphibious assault ship fire-fighting case was led by one of our parent companies, SMIT Salvage, Donjon-SMIT provided a salvage master, salvage personnel and OPA-90 GSA assets and support from the onset of the project.



Photo Credit: "Navy to Decommission USS Bonhomme Richard." United States Navy, www.navy.mil/Press-Office/Press-Releases/display-pressreleases/Article/2429949/navy-to-decommission-uss-bonhomme-richard/.

Regarding the case of the bulk carrier, this vessel experienced a fire inside the engine room while berthed alongside at Jacinto Port #5 in the Houston Ship Channel. Donjon-SMIT staff received the initial request

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

from the master requesting SMFF assistance. Donjon-SMIT immediately mobilized its Rapid Situation Assessor (RSA) to attend the vessel and shared the pre-fire plan documents. Donjon-SMIT made cascade notifications to its MFF partners, however upon arrival of the RSA to the vessel, the On-site fire assessment confirmed the fire was under control and together with the master's confirmation, the MFF partners were confirmed to stand-down. Class survey report showed the auxiliary generator No. 2 caught fire but was successfully extinguished via the vessel's CO2 system.



As for the general cargo ship, this vessel experienced a container fire in the middle of the Pacific Ocean, approximately 1400 nm from Hawaii while enroute to China from Central/ South America. The incident occurred during the Thanksgiving weekend and Donjon-SMIT personnel made firefighting preparations for mobilization of personnel and equipment should the vessel take refuge in the port of Honolulu. Soon after the vessel owners confirmed the vessel's crew had extinguished the fire onboard themselves allowing their onward voyage for China to continue. Nevertheless, Donjon-SMIT along with its MFF, local Hawaiian partners and logistics support team were prepared for firefighting services should the VRP had been activated.

For plan holders not involved in these responses, knowledge of the response plan is exercised (and credit taken) by your participation in the IMT TTX as indicated under the previously noted objectives attachments.

B. Proper Notifications;

In all documented cases that occurred in 2020, owners gave notice to the U.S. Coast Guard, their Qualified Individual or to Donjon-SMIT directly, and activated their response plan and Salvage and MFF Management team, their contracted SMFF provider, Donjon-SMIT. Steps were then immediately taken by the Salvage and MFF Management team to begin initializing a response.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Another illustration of the importance of proper notifications and activation of the vessel response plan was demonstrated during the passage of Category 2 Hurricane SALLY on Wednesday, September 16th. The associated storm-surge of approximately 5 feet took the ferries TURTLE RUNNER and PELICAN PERCH (identical twin catamaran sister ferries) away from their respective moorings at the Pensacola Bay Cruise Ferry Terminal.



Consequently, in combination with the strong winds and accompanying sea-state, they were partially pushed up on a concrete seawall and rocky barrier on either side of the Ferry Terminal. The marine casualties were aground in both northerly corners of the basin in front of the Pensacola Bay Cruise Terminal. The vessels were fueled up with approximately 1,000 gallons of diesel each (divided equally over the two hulls).

Donjon-SMIT received the initial call from the Owners requesting activation of their vessel response plan and salvage services. DJS mobilized its Rapid Situation Assessor (RSA) from nearby D'Iberville, Mississippi location to conduct a preliminary damage assessment. The RSA arrived on scene, met with company representatives, discussed conditions and arrangements of vessels prior to storm arrival, during storm, and observed condition post Hurricane Sally passage.

Simultaneously, DJS salvage team mobilized towards the jobsite. Upon arrival of the salvage team to site, a handover between the RSA and salvage master took place after which a salvage plan was formulated and shared with the Owners and USCG.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

The methodology of the refloat/ salvage operation called for the following steps:

1. Removal of hydrocarbons from both vessels due to the damaged areas.
2. Dive survey of hulls and basin to ensure no subsurface obstructions were present.
3. Patching of hull breaches and dewatering of flooded compartments.
4. In the case of PELICAN PERCH: hull to be pushed off the seawall by front-loader.
5. In case of TURTLE RUNNER, installation of lifting rigging followed by a shore crane lifting the hull off the boulders.
6. Dive-inspection upon successful refloat.
7. Onward towage via the ICW to Bayou La Batre, AL for repairs.

The 13-day salvage operation was successfully completed to satisfaction of Owners and USCG without any incident or further damage to either vessel or the environment.



Proper notifications and activation were paramount to the operation, especially as the 2020 hurricane season was the most active Atlantic hurricane season in record.

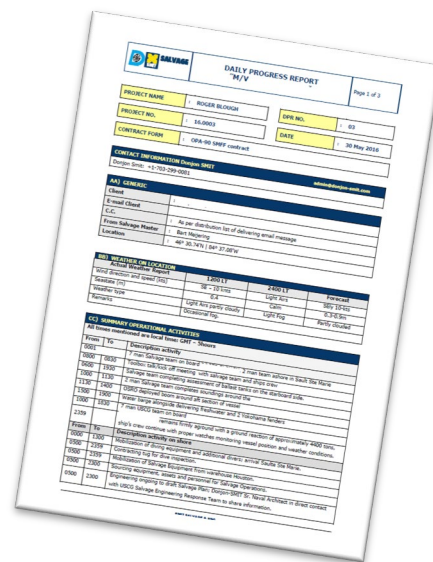
For plan holders not involved in this response, proper notifications are exercised (and credit taken) by your participation in the IMT TTX and/or your vessels conducting the Remote Assessment and Consultation exercise as indicated under the previously noted objectives attachments.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

C. Communications System;

During each response Donjon-SMIT undertook in 2020, Donjon-SMIT, within the incident command structure (or with the owner(s) crisis management team), successfully executed internal and external communications by multiple methods. Communications within the Salvage and MFF Management Team and operations onboard the vessel(s) were executed as planned, with information flowing from the command post (or owner(s) crisis management team) to the salvage team aboard the vessel and the reverse. Daily progress reports documenting the salvage and marine firefighting efforts were produced by the Salvage and MFF Management Team and provided to all parties involved in the response. These daily progress reports (DPRs) included:

- Encountered weather onsite;
- A summary of operational activities and their time conducted;
- Operations planned for the next 24 hours;
- Operational milestones;
- Craft on hire;
- Equipment on hire;
- Personnel;
- Visitors; and,
- Points of consideration.



D. Ability to Access Salvage & MFF Provider;

As prescribed by the pre-established OPA-90 Salvage, Firefighting and Lightering Contract and Funding Agreement, Donjon-SMIT and the plan holder(s) agreed to appropriate follow-on contract terms. With the funding agreement(s) already in place, Donjon-SMIT, as the salvage and MFF Management Team was able to rapidly initiate a local response, followed by a cascade of regional and international personnel and equipment as each situation required.

E. Coordination of personnel responsible for, and deployment of, resources identified for spill prevention, salvage, MFF

The coordination of response personnel and resources that are activated in accordance with a Vessel Response Plan (VRP) is accomplished on several levels through the Incident Management Team (IMT) and through the Incident Command System (ICS) structure. The Incident Command System (ICS) is a management system designed to enable effective and efficient incident management by integrating a combination of facilities, equipment, personnel, procedures, and communications operating within a common organizational structure. ICS is normally structured to facilitate activities in six major functional

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

areas: command, operations, planning, logistics, finance and administration. The size and structure of the ICS is highly flexible to adapt to incidents of any size or scope.

Some of the various components of a plan holder's USCG Vessel Response Plan (VRP) include:

1. Notification procedures regarding the Qualified Individual (QI), USCG, affected State, Oil Spill Removal Organizations (OSROs), Salvage and Marine Firefighting (SMFF) provider, etc.
2. Spill mitigation procedures concerning shipboard response, casualty actions, damage stability and health and safety issues.
3. Shore-based response activities such as the QI's responsibilities, company crisis management team involvement and use of the Incident Command System (ICS) for response management.
4. Response contractor activities and capabilities including spill containment, recovery and environmental protection.
5. Salvage activities involving the SMFF provider.
6. Media management.

As your SMFF provider, from the onset of a notification of an incident and an activation of a response plan by a plan holder, Donjon-SMIT engages and manages salvage personnel and resources as needed. Coordination with vessel owners, QI, USCG, State, OSROs and other parties is accomplished through the ICS. The SMFF function is typically under the Operations section.

Of the Specialized Salvage Services as defined the SMFF regulations, such as a *Subsurface Product Removal and Heavy Lift*, only Heavy Lift was utilized (marine cranes) for deployment and staging of equipment as well as lifting the TURTLE RUNNER back into the water as previously outlined. Personnel competent in Specialized Salvage Services were involved in the response as part of the SMFF Management Team.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Shore-based Marine Firefighting (MFF) TTX Objectives (F through I)

**(F. Remote assessment and consultation; G. On-site fire assessment; H. External firefighting teams; I. External vessel firefighting systems.)*

Objectives F through I of the shore-based MFF TTX were met by the Salvage and MFF Management Team during responses to the Wasp-class amphibious assault ship fire in San Diego and the 56,700 DWT bulk carrier fire in Houston, TX. Cross-trained and experienced personnel for both salvage and MFF services conducted the remote assessment and consultation, and the subsequent on-site assessment. The salvage team was comprised of marine firefighting trained personnel.

Appropriate types of external vessel firefighting systems that are identified in the location specific SMFF Geographic Specific Annexes (incorporated by reference into VRPs) were deployed. Some of the deployed equipment with our team included:

- ✓ FiFi Capable Tugs
- ✓ Foam
- ✓ Fire Pumps and Hoses
- ✓ Positive Pressure Breathing Apparatuses
- ✓ Air Supply
- ✓ Emergency Escape Breathing Devices



F. Annual review of the transition from local team to commercial, regional, national and international team as appropriate.

During the remote assessment and consultation process, it is standard practice for Donjon-SMIT to evaluate the incident and condition of the vessel to determine the appropriate level of response personnel and assets. In some cases, response from local and regional personnel is appropriate. In other larger responses, a national and an international team is necessary to handle a multi-day/week-long response.

During this year's responses, local, national and international team members were deployed.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

G. Ability to coordinate response activity effectively with the IMT and NRS infrastructure.

The SMFF Management Team integrated within the IMT during all incidents from the early moments of activation. For those incidents that had an Incident Command Post, daily meetings occurred to brief the Command and General Staff, which included the Incident Commander (responsible party) and the USCG. These meetings covered discussions on SMFF response tactics, pollution contingency plans, and various salvage and operations plans. The plans reviewed by the IMT, in conjunction with review by the USCG's Salvage Engineering Response Team (SERT), included:

- Site Safety and Health Plan
- Project Specific Dive Plan
- Assessment of Structural Stability Findings
- Salvage Plan
- Marine Operations and Lightering Sequence Plan

H. Ability to access information in the ACP for resources available in the area, unique conditions of the area, etc.

Area Contingency Plan(s) were utilized to identify sensitive nearby locations and develop an environmental protection plan where necessary. The ACP(s) were also reviewed for appropriate berths for sheltering and lightering operations, depending on the evolving requirements of the aforementioned casualties.



Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Recommendations/Comments

During 2020, Donjon-SMIT's Management Team came to the assistance of clients across the United States, responding to vessel incidents at pier, nearshore, offshore and beyond. There were incidents of various types which tested the communications and coordination that occurs between the vessel owner/operator, Qualified Individuals, USCG, the relevant State, Class representative, Donjon-SMIT, and other members of the response community. The responses offered real world incidents that exercised company representatives in incident response and allowed the opportunity to review appropriate emergency procedures.

As a reminder, effective response efforts that prevent damage to the environment require prompt notifications. Notification of an issue or potential issue during a Remote Assessment and Consultation does not necessarily result in the activation of SMFF personnel and resources. Notification does, however, alert Donjon-SMIT to a situation that may require salvage services and allow us to begin identifying and organizing the closest and best suited response assets and personnel.

Donjon-SMIT recommends that each client plan holder review their emergency procedures in-office as well as onboard individual vessels. Regardless of the type of incident that generates a response, timely activation of your vessel response plan (VRP) ultimately results in a more effective and rapid response that protects the environment and saves both time and resources.

We also suggest that when participating in your IMT TTX with your Qualified Individual, that you address any questions you may have about salvage and MMF concerns during a response. Additionally, each client plan holder should consider holding an annual in-office exercise(s) to train for U.S. and global incidents. These training sessions should be documented and lessons-learned shared with staff and vessel personnel.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Closing

Donjon-SMIT was involved in several responses in various U.S Captain of the Port Zones, each with its own unique topography and environmental concerns. Robust responses initiated by owners and operators resulted in a timely resolution to each situation. Working together, you, the Plan Holder, and we, your chosen SMFF provider, Donjon-SMIT, successfully dealt with all manner of marine casualties, saved lives and property, and protected our precious environment and natural resources.

This report confirms that Donjon-SMIT (as the Salvage and Marine Firefighting Management Team) and by extension its client plan holders have met the stated objectives of the Salvage and Marine Firefighting Management Team Tabletop Exercise. Thus, vessel plan holders who name Donjon-SMIT and Donjon-SMIT Americas as their Salvage and Marine Firefighting Service Provider have met the intent of the USCG 2016 PREP guidelines. Finally, companies should maintain the letter of attestation and certification contained in this document to document full compliance with PREP's annual SMFF TTX and equipment deployment exercise requirements.

We trust this documentation and evaluation of the multiple responses in 2020, and the utilization of Donjon-SMIT as the Salvage and Marine Firefighting Management Team, have been helpful. If you have any questions, please do not hesitate to contact us.

Checklist: Salvage Management Team Table Top Exercise Objectives Tested

The following objectives as identified in the 2016 PREP Guidelines were exercised and evaluated through actual performance, discussion, or simulation. Note that as stated in the 2016 PREP Guidelines:

“Plan holders may take credit for exercise requirements that are met by activities conducted in conjunction with other exercises, or during response to an actual incident, as long as the PREP exercise objectives are met, the response was evaluated, and the proper records are maintained.”

3.11.A. Knowledge of the response plan.

Fulfilled by: ☒ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.B. Proper Notifications:

Test the notification procedures identified in the response plan being exercised.

Fulfilled by: ☒ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.C. Communications System:

Demonstrate the ability to establish an effective internal and external communications system for the response organization.

Fulfilled by: ☒ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.D. Ability to Access Salvage Provider:

Ability to access a salvage provider identified in the response plan.

Fulfilled by: ☒ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E. Coordination of personnel responsible for and deployment of resources identified for spill prevention and salvage:

3.11.E.1. Remote Assessment and Consultation.

Fulfilled by: ☐ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

Checklist: Salvage Management Team Table Top Exercise Objectives Tested

3.11.E.2. Begin Assessment of Structural Stability.

Fulfilled by: ☐ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.3. On-Site Salvage Assessment.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.4. Assessment of Structural Stability.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.5. Hull and Bottom Survey.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.6. Emergency Towing.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.7. Salvage Plan.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.8. External Emergency Transfer Operations.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.9. Emergency Lightering.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.10. Other Refloating Methods.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

Checklist: Salvage Management Team Table Top Exercise Objectives Tested

3.11.E.11. Making Temporary Repairs.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.12. Diving Services Support.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.13. Special Salvage Operations Plan.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.14. Subsurface Product Removal.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.E.15. Heavy Lift.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.F. Annual review of the transition from local team to commercial, regional, national and international team as appropriate.

Fulfilled by: ☒ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.G. Ability to coordinate response activity effectively with the IMT and NRS infrastructure.

Fulfilled by: ☒ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.11.H. Ability to access information in the ACP for resources available in the area, unique conditions of the area, etc.

Fulfilled by: ☒ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

Checklist: Marine Firefighting Management Team TTX Objectives Tested

The following objectives as identified in the 2016 PREP Guidelines were exercised and evaluated through actual performance, discussion, or simulation. Note that as stated in the 2016 PREP Guidelines:

“Plan holders may take credit for exercise requirements that are met by activities conducted in conjunction with other exercises, or during response to an actual incident, as long as the PREP exercise objectives are met, the response was evaluated, and the proper records are maintained.”

3.12.A. Knowledge of the response plan and when exercising the MFF team, the pre-fire plan.

Fulfilled by: ☒ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.B. Proper Notifications:

Test the notification procedures identified in the response plan being exercised.

Fulfilled by: ☒ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.C. Communications System:

Demonstrate the ability to establish an effective internal and external communications system for the response organization.

Fulfilled by: ☒ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.D. Ability to Access an MFF Provider:

Ability to access a marine firefighting provider identified in the response plan.

Fulfilled by: ☒ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.E. Coordination of internal organization personnel with responsibility for spill prevention and MFF.

Fulfilled by: ☒ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

Checklist: Marine Firefighting Management Team TTX Objectives Tested

3.12.F. Remote Assessment and Consultation.

Fulfilled by: ☐ IMT TTX ☒ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.G. On-site Fire Assessment.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.H. External Firefighting Teams.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.I. External Vessel Firefighting Systems.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.J. Annual review of the transition from local team to commercial, regional, national and international team as appropriate.

Fulfilled by: ☐ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.K. Ability to coordinate response activity effectively with the IMT and NRS infrastructure.

Fulfilled by: ☒ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

3.12.L. Ability to access information in the ACP for resources available in the area, unique conditions of the area, etc.

Fulfilled by: ☒ IMT TTX ☐ RACE ☒ This Exercise ☐ Not Met ☐ N/A

Equipment Deployment – Vessels (SMFF equipment)

Applicability, Frequency, and Initiating Authority

Vessels with SMFF equipment cited in their plans, conduct an annual SMFF equipment deployment exercise. Equipment Deployment is initiated by company policy, or via an actual response through Vessel Response Plan (VRP) Activation.

Donjon-SMIT 2020 PREP Equipment Deployment Summary Report

Please find below the Donjon-SMIT 2020 Annual Preparedness for Response Exercise Program (PREP) Equipment Deployment Summary Report for review and retention. This report documents SMFF equipment deployment exercise information in compliance with the Preparedness for Response Exercise Program (PREP) Guidelines for reportable and evaluated equipment deployments during exercises, training and actual salvage responses. It provides information necessary for your SMFF equipment deployment credit for the 2020 calendar year, the third year of a triennial cycle.

The information categories include:

- **COTP ZONE** - The COTP Zone in which the response equipment was deployed
- **LOCATION** - The geographical location in which the equipment was deployed.
- **EXERCISE OR ACTUAL RESPONSE** – Identifies whether the equipment was deployed during an exercise or an actual response.
- **ANNOUNCED OR UNANNOUNCED** – Whether the equipment was deployed during a planned event, or if the exercise (if not a response) is unannounced.
- **OPERATING AREA** – Which SMFF operating area was the equipment deployed in; Pier, Nearshore, Offshore, or Other.
- **SALVAGE AND/OR MARINE FIREFIGHTING** – Denotes the salvage and/or marine firefighting service involved in the deployment.

DONJON-SMIT PREP Equipment Deployment 2020										Operating Area		SALVAGE										Marine Firefighting										
COTP Zone	Date	Vessel Name / Type & Event	Exercise	Actual Response	Announced	Unannounced	USCG Vetting	Muster Drill	Telephone Confirmation Drill	Tabletop Exercise	Equipment Deployed	Pier	Nearshore	Offshore	Other	i) Assessment & Survey:					ii) Stabilization:					iii) Specialized Salvage Operations:			i.) Assessment & Planning		ii.) Fire Suppression:	
																A.) Remote assessment and consultation	B.) Begin assessment of structural stability	C.) On-site salvage assessment	D.) Assessment of structural stability	E.) Hull and bottom survey	A.) Emergency towing	B.) Salvage plan	C.) External emergency transfer operations	D.) Emergency lightering	E.) Other refloating methods	F.) Making temporary repairs	G.) Diving services support	A.) Special salvage operations plan	B.) Subsurface product removal	C.) Heavy Lift	A.) Remote assess & consult	B.) On-site fire assessment
Delaware Bay	Aug 30 - Sep 01	██████████ (Car Carrier/ 62,134 GT / 18,360 DWT) - Loss of Power												1		1																
Hampton Roads	Oct 01 - Oct 03	██████████ (Bulk Carrier / 40,896 GT / 76,557 DWT) - Grounding		1						1			1			1																
Charleston	Apr 09 - Apr 09	██████████ - Grounding														1																
Key West	Sep 09 - Sep 11	██████████ (LPG Tanker / 46,943 GT / 53,752 DWT) - Loss of Power												1		1																
Miami	Sep 09 - Sep 11	██████████ (LPG Tanker / 46,943 GT / 53,752 DWT) - Loss of Power												1		1																
San Juan (PR/USVI)	Dec 31	Shipment of Salvage Response Equipment								1																						
Houston-Galveston	May 07 - May 07	Oil Spill at NuStar Terminal - Stability Conditions -			1				1	1																						
Houston-Galveston	Oct 16 - Oct 18	██████████ - Gallagher ██████████ - Firefighting		1						1		1				1		1									1	1				
Port Arthur	Jul 17 - Jul 17	██████████ (Chemical/ Product Tanker / 29,923 GT / 49,151 DWT) - Collision											1			1																
Mobile	Sep 16 - Sep 28	██████████ - Grounding		1						1		1				1	1	1	1	1	1	1	1	1	1	1						
New Orleans	Mar 27 - Mar 27	██████████ (Container Ship / 91,649 GT / 101,504 DWT) - Grounding		1									1			1	1	1														
New Orleans	May 09 - May 14	██████████ (General Cargo / 9,530 GT / 12,959 DWT) - Grounding		1						1			1			1	1	1	1		1	1										
Ohio Valley	Dec 09 - Dec 09	██████████ - Drill				1		1																								
Port Arthur	Aug 25 - Aug 26	██████████ - Hurricane Preparedness		1						1		1						1														
Detroit	Dec 02 - Dec 03	██████████ (General Cargo Ship / 11,953 GT / 16,736 DWT) - Grounding											1			1																
Los Angeles - Long Beach	Mar 09 - Mar 12	██████████ TTX - O'BRIENS	1		1					1		1																				
San Diego	JUL 07 - JUL 22	██████████ - Firefighting		1						1		1				1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Columbia River (Portland OR)	Oct 21 - Oct 23	██████████ (Bulk Carrier / 42,527 GT / 77,672 DWT) - Grounding		1						1		1				1		1			1											

DONJON-SMIT PREP Equipment Deployment 2020										Operating Area				SALVAGE									Marine Firefighting							
COTP Zone	Date	Vessel Name / Type & Event	Exercise	Actual Response	Announced	Unannounced	USCG Vetting	Muster Drill	Telephone Confirmation Drill	Tabletop Exercise	Equipment Deployed	Pier	Nearshore	Offshore	Other	i) Assessment & Survey:					ii) Stabilization:				iii) Specialized Salvage Operations:		i.) Assessment & Planning		ii.) Fire Suppression:	
																A.) Remote assessment and consultation	B.) Begin assessment of structural stability	C.) On-site salvage assessment	D.) Assessment of structural stability	E.) Hull and bottom survey	A.) Emergency towing	B.) Salvage plan	C.) External emergency transfer operations	D.) Emergency lightering	E.) Other refloating methods	F.) Making temporary repairs	G.) Diving services support	A.) Special salvage operations plan	B.) Subsurface product removal	C.) Heavy Lift
Columbia River (Portland OR)	Dec 08 - Dec 09	HAMPTON BRIDGE (Bulk Carrier / 42,527 GT / 77,672 DWT) - Anchor Recovery		1							1																			
Columbia River (Portland OR)	Oct 07 - Oct 08	OTZIAS (Bulk Carrier / 33,044 GT / 56,720 DWT) - Grounding		1							1	1			1	1		1		1										
Honolulu	Oct 23	Shipment of Firefighting Foam									1				1															
Honolulu	Dec 31	Shipment of Salvage Response Equipment									1				1															
Guam	Jul 26	Shipment of Firefighting Foam									1				1															
Western Alaska (Anchorage)	Oct 28	Shipment of Firefighting Foam									1																			
Western Alaska (Anchorage)	Nov 16	USCG VRP Verification Request	1		1		1																							

SALVAGE



**OPA-90
Alliance**

Individual Plan Holder SMFF TTX Requests/Pricing

Overview

Donjon-SMIT meets all clients' TTX requirements free of cost without your direct involvement. Any TTX exercises conducted by our clients are voluntary.

Plan holders may wish to have customized and direct participation of their Salvage and Marine Firefighting Management Team in their IMT TTX and other exercises. Although this is not required for your PREP SMFF TTX requirements credit, Donjon-SMIT is happy to accommodate this request to participate in TTXs either remotely or to attend at the location of the exercise if possible. Donjon-SMIT can customize the scale of involvement, and the amount of personnel involved, depending on your needs.

Remote TTX Participation

Remote TTX Participation:

Personnel Type	Announced Remote TTX Rate	Unannounced Remote TTX Rate
Salvage Master	\$676	Surcharge 2x
Naval Architect or Salvage Officer/Engineer	\$564	Surcharge 2x
Assistant Salvage Officer/Engineer, or Contracts Mgr.	\$452	Surcharge 2x
Specialist Advisors – Fire Fighters, Chemicals, Pollution	\$454	Surcharge 2x

In House TTX Participation

For TTX's where Donjon-SMIT's participation is conducted via on-site participation for a 1 day drill.* (Donjon Smit will minimize travel where possible by utilizing personnel in the vicinity of your TTX where travel is required. Domestic participation will be charged for the actual day of the drill or multiple days for drills covering more than 1 day. For drills where international travel is required 2 additional days hire for travel to and from will be added.)

Personnel Type	In House TTX Rate
Salvage Master	\$1,353
Naval Architect or Salvage Officer/Engineer	\$1,128
Assistant Salvage Officer/Engineer, or Contracts Mgr.	\$904
Specialist Advisors – Fire Fighters, Chemicals, Pollution	\$907

**Travel costs (if any) billable at cost with 10% uplift*

Participation in Other Exercises

Donjon Smit is pleased to discuss any of your custom exercise needs. Please contact us with your Exercise requirements and our team can prepare a specific proposal for your requirements.



Attestation and Certification

Date: December 22, 2020

Dear Valued Donjon-SMIT & Donjon-SMIT Americas Clients,

I, Guillermo Hernandez of Donjon-SMIT, LLC & Donjon-SMIT Americas, LLC a Salvage and Marine Firefighting Service Provider (SMFF) with full SMFF coverage in all Captain of the Port Zones, for all operating areas within the United States do hereby attest, based on my own personal knowledge, that all the salvage and marine firefighting objectives under the SMFF TTX provisions of the 2016 PREP guidelines have been met for 2020. Additionally, that salvage and marine firefighting equipment, more than adequate to satisfy the SMFF equipment deployment drill requirements of OPA '90 have been deployed on your behalf in the United States within the most recent calendar year, the first year of a new triennial cycle.

Further that Donjon, SMIT, Donjon-SMIT and/or Donjon-SMIT Americas owned equipment is inspected and maintained under a formal preventive maintenance program. Personnel training requirements are met through formal training and apprentice programs. The personnel who deployed the equipment demonstrated their ability to successfully deploy and operate the equipment and the equipment was in good working order.

Further, records of these above-mentioned activities are maintained at our headquarters in Houston, Texas, USA. This certification is good for all plan holders who list Donjon-SMIT, LLC or Donjon-SMIT Americas, LLC as their OPA-90 SMFF provider, for the year 2020, for the following PREP exercises:

- 3.11 TTX: Shore-based Salvage Exercise
- 3.12 TTX: Shore-based Marine Firefighting Exercise
- 3.15 DRILL: Equipment Deployment – Vessels (SMFF Equipment)

Best Regards,

Guillermo Hernandez
OPA-90 Program Manager

Donjon-SMIT
15402 Vantage Pkwy E. Suite 316
Houston, Texas 77032 USA
Tel: +1 703 299 0081
www.donjon-smit.com

Company Information

Donjon-SMIT, LLC | Donjon-SMIT Americas, LLC

15402 Vantage Pkwy E. Suite 316
Houston, Texas 77032 USA

Tel: +1 703 299 0081 (24/7)

Fax: +1 703 299 0085

Email: admin@donjon-smit.com

www.donjon-smit.com

