



Salvage and Marine Firefighting Table Top & Equipment Deployment Exercises FOR YEAR 2017

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

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SALVAGE



**An
OPA-90
Alliance**

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To Our Clients

Vessel Response During Devastation

It has been a busy year in salvage response for Donjon, SMIT, and Donjon-SMIT. We have served our clients with OPA-90 SMFF response services and assisted the U.S. Navy around the world, joining international efforts to clear ports and restore commerce. Our salvage and remediation efforts in the aftermath of hurricanes Harvey, Irma and Maria continue to this day. We are proud of our response record and proud of the service we have been able to provide to our clients this year. Three consecutive hurricanes that struck the Caribbean and the United States presented major challenges which our response teams met with skill, courage and ingenuity.

As the leader in salvage response operations in the U.S. and around the world, we look forward to serving you in 2018. Please contact us anytime to assist with any situation that might arise in the new year.

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 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.



Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

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, times, Captain of the Port Zones, and operating areas throughout 2017, Donjon-SMIT was engaged in twelve 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 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 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 lessened the likelihood of situations escalating and 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.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Participating Elements

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

S. Boudreaux	S. Newes
R. Fredricks	J. Sluijmers
M. Haldenwang	J. Spaans
P. Hankins	S. Tervoort
D. Martin	T. Williamson
	J. Witte



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 Table Top 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.)*

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Summary of Response Activities and Actions

Date(s) Performed:

February 2017 through December 2017

Initiation Time:

Various

Completion Time:

Various

Response plan scenario used:

- ✓ **Hull Damage**
- ✓ **Machinery Damage**
- ✓ **Stranding or Grounding**
- ☐ Collision
- ☐ Allision
- ☐ Stress Fractures
- ✓ **Fire/Explosion**

Exercise or Actual Response:

Actual responses

If an exercise, announced or unannounced:

Not exercises, and all unannounced.

Location:

Captain of the Port Zones:

- Corpus Christi
- Houston-Galveston
- Los Angeles – Long Beach
- New Orleans
- North Carolina
- Port Arthur
- San Juan
- Western Alaska

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

One response Donjon-SMIT's Salvage and Marine Firefighting Management Team was activated to engage in during 2017 was an incident involving an explosion and fire. As with all cases of such a serious nature, rapid and effective action is necessary to prevent the situation from deteriorating any further. All parties involved with the response had a good comprehension of the contents of the VRP, from the Qualified Individual to the SMFF and OSRO resource providers. Donjon-SMIT was notified and activated, with appropriate SMFF assets activated, deployed and managed by experienced SMFF personnel. The responding firefighting tugs on-scene were immediately contacted by Donjon-SMIT to confirm tactics, including the importance of boundary cooling while combating the fire.



Donjon-SMIT utilized the on-file vessel pre-fire plan information to begin conducting a remote assessment and assessment of structural stability, led by our Naval Architect, while requests for additional vessel drawings and diagrams were made.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Donjon-SMIT provided expert marine firefighting and salvage representation to both the U.S. Coast Guard's Incident Command Post and on-site responders during the very early stages of the casualty as stabilization of the situation began. Once the fire was extinguished, focus of the response shifted to re-ignition concerns due to the emission of vapors from the bow section while also addressing peripheral pollution response and mitigating environmental threats. The Donjon-SMIT team worked in close coordination with the U.S. Coast Guard and local authorities. Under the Incident Command Structure, owners and Donjon-SMIT utilized the vessel's pre-fire plan and other vessel drawings to formulate plans to safely execute the salvage operation.

The operation was broken up into four operational steps, which were undertaken in sequential order and in a controlled manner. Each step was monitored and evaluated for effectiveness before the next step was undertaken. The vessel was trimmed by the bow, with observed damage from the fire and explosion only in the forward void space forward of number 1P cargo tank. The deck above the forepeak void space was severely damaged, presumably from an explosion. The cargo body of the vessel appeared unaffected by the fire or explosion. To safely and effectively remove risk of pollution, the plan required the vessel to be towed into sheltered waters where a complete lightering operation into another vessel could be completed.



For plan holders not involved in this response, 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 2017, owners gave notice to the U.S. Coast Guard, their Qualified Individual, or Donjon-SMIT directly, and swiftly activated their response plan and Salvage and MFF Management team, their contracted SMFF provider, Donjon-SMIT LLC. Steps were then immediately taken by the Salvage and MFF Management team to begin initializing a response.

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 2017, 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:

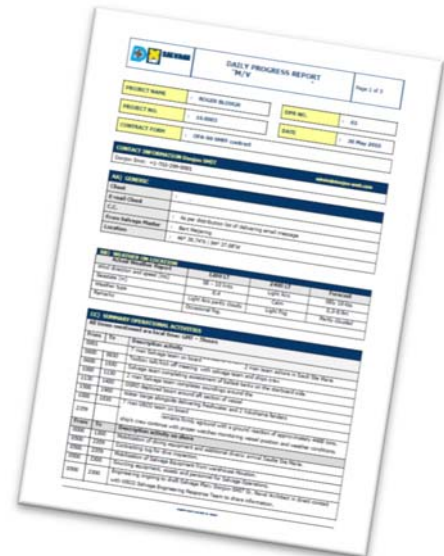
- Encountered weather onsite;
- A summary of operational activities and their time conducted;
- Operations planned for the next 24 hours;
- Operational milestones;
- Craft on hire;
- Equipment on hire;
- Personnel;
- Visitors; and,
- Points of consideration.

During one Donjon-SMIT response this year, communications in Puerto Rico proved challenging due to island's severely crippled infrastructure. Cell towers became unavailable at one point due to lack of fuel to run the power generators. This in turn grounded helicopter operations for safety reasons. Assistance from a U.S. military helicopter allowed operations to proceed.

Portable satellite communications packages were used to fill gaps in coverage as necessary.

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



Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

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

One of the more challenging scenarios is the coordination of personnel and deployment of equipment in the aftermath of a natural disaster. With the degradation or complete unavailability of essential services coupled with heavy utilization and competition for the few logistics resources that remain available, mobilization and sustainment of a SMFF response is a monumental task. This was situation that Donjon-SMIT faced responding to two dead ships that broke free from their tows while avoiding Hurricane Maria.

In anticipation of Hurricane Maria the vessels were taken in tow from their berths at Roosevelt Roads, Puerto Rico, to sea by local tugs as a precautionary measure. Because of the severity of the hurricane, with its storm force winds and raging seas, the towing connections between the tugs and their respective tows parted, leaving both ships adrift. While the tugs stayed in vicinity of their respective tows, they could not reconnect without assistance and could only monitor and report on the drift of the vessels.



From the onset of the activation of the response plan by the plan holder, salvage resources as identified by the SMFF regulations were engaged as needed. The salvage response began with a Remote Assessment and Consultation by Doug Martin of Donjon-SMIT. A Donjon-SMIT Salvage Master (in San Juan at the time) was immediately deployed, coordinated air transportation and arrived onsite to begin the onsite salvage assessment.

The salvage team, led by Salvage Master Jaco Sluijmers, conducted an extensive assessment of the unmanned vessels and their damaged/lost towing gear, surveying all gear and possible alternative arrangements to the lost tows. Salvage Master Sluijmers and his team were able to board the vessels, connect tow lines and prevent grounding. More secure temporary connections were organized, with new towing lines. Steel pennant wire leaders passed through the fairlead, prepared and deployed via a lowered poly line for retrieval by the tug. Care was taken with the tug's standing orders not to overload and part the connection again.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise



As stated earlier, communications in Puerto Rico proved challenging due to the island's derelict post-hurricane infrastructure. Coordination of personnel for the deployment of resources was a daily challenge, but was successfully accomplished by the Salvage Master with the support of the Salvage and Marine Firefighting Management Team. Both original tugs tending the two vessels experienced operational and maintenance difficulties due to severe stresses encountered during the hurricane. Two SMIT tugs were deployed as replacements.

Once both vessels' tows were stabilized, work began on planning and preparing for the vessels to be towed to their destination. Fabrication activities for the installation of towing arrangements were planned, and the materials were sourced onboard or ordered and transported. Two SMIT brackets were transported from Houston.

Part of the dead ship tow plan was to conduct ballasting operations for increased stability and tow handling. Normally a straightforward shipboard operation, ballasting a dead ship with only emergency power was an operation that took care and planning. The salvage team was able to enlist the vessels' fire pumps to conduct over the top ballasting in a predetermined sequence.

Both vessels departed from Puerto Rico and arrived safely at their destination.

Of the Specialized Salvage Services as defined the SMFF regulations, such as a *Special Salvage Operations Plan*, *Subsurface Product Removal*, and *Heavy Lift*, only Heavy Lift was utilized (marine cranes) for deployment and staging of equipment. 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 a response to an explosion and fire aboard a vessel. Cross-trained and experienced personnel for both salvage and MFF services conducted the remote assessment and consultation, an on-site assessment. The salvage team was comprised of marine firefighting trained personnel.

External vessel firefighting systems that are identified in the location specific SMFF Geographic Specific Annexes (incorporated by reference into VRPs) were deployed. The portable external vessel firefighting systems are co-located in the same warehouses that supplied salvage response equipment such as lightering equipment. Some of the deployed equipment with our external firefighting team included:

- ✓ Firefighting Capable Tugs
- ✓ Gas Monitors
- ✓ Firefighting Hell Beater 600 m3/h pump with monitor
- ✓ Full Firefighting PPE
- ✓ Foam



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.

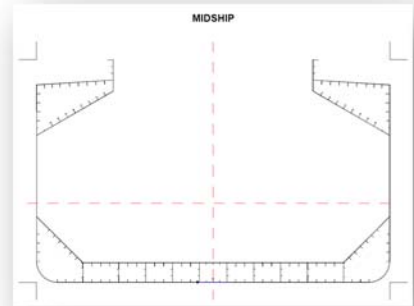
G. Ability to coordinate response activity effectively with the IMT and NRS infrastructure.

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

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Command and General Staff, which included the Incident Commander (responsible party) and the USCG. These meetings covered discussions on pollution contingency plans, SMFF response tactics, 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
- Mooring 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. The ACP(s) were also reviewed for appropriate berths for sheltering and lightering operations, depending on the evolving requirements of the variously sited casualties. In another of this year's responses, an anchor was lost in a major river causing a complete shutdown of navigation during recovery operations. The unique concern identified in this case was the presence of underwater pipelines

in the area. Due to these circumstances, a plan was formulated to carefully detect the anchor's location and plan for a patterned, cautious search.



A grapple was deployed at the identified anchor and chain location. Careful patterns were swept until the grapple caught the anchor and chain. These were then cautiously attached to a crane and raised to the surface. No underwater pipelines were damaged and the navigable waterway was swiftly reopened.

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise



Recommendations/Comments

During 2017, Donjon-SMIT's Management Team came to the assistance of clients in nearly every region in the United States, responding to vessel incidents at pier, nearshore, and offshore. In addition to responses in all seasons and operating environments, Donjon-SMIT, SMIT, and Donjon were called upon to assist multiple clients simultaneously due to the number and magnitude of 2017's natural disasters.

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.

For 2018, the Remote Assessment and Consultation Exercise will feature the casualty information sheet for a Fire and/or Explosion. This form covers the basic information that we need as your Marine Firefighting Management Team to assist in combating a fire aboard your vessel. It includes questions on the description of the fire, amount of firefighting water pumped, firefighting agents, and vessel stability.

SALVAGE		REMOTE ASSESSMENT AND CONSULTATION "Fire/Explosion"		Form Donjon-SMIT Revision 1 Page 1 of 3
To the Owner / Manager of the vessel, In order to allow us to make an initial assessment for a fire and/or explosion and prepare our plans in response to your vessel the following information is kindly requested:				
AA) BASIC VESSEL INFORMATION* <small>*Section can be omitted if completed in General RAC form</small>				
Vessel Name				
IMO Number		Official Number		
Length (Overall)		Length (R.P.)		
Beam		Depth		
Classification Society				
Vessel type				
Cargo type and quantity - DNO number if dangerous cargo				
Onboard Loading Computer				
BB) WHERE IS THE FIRE?				
LOCATION: Deck(s), Compartment(s), etc.				
SIZE: Compartment dimensions?				
LOCATION: Adjacent Compartments and Contents at Risk				
SIZE: Compartment dimensions?				
Is boundary cooling ongoing at the perimeter of the fire?				
CC) FIREFIGHTING WATER PUMPED				
How much fire fighting water has been pumped onto the vessel?				
Is firefighting water being pumped out of the vessel?				

Combined Salvage and Marine Firefighting Management Team Tabletop Exercise

Conclusions

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. This year's responses were unique, in part, because of the multiple, devastating natural disasters faced by all. The 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 it's 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 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 2017, 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 2017 PREP Equipment Deployment Summary Report

Please find below the Donjon-SMIT 2017 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 2017 calendar year, the second 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 if 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.

Equipment Deployment – Vessels (SMFF equipment)

DONJON-SMIT PREP Equipment Deployment 2017										Operating Area		SALVAGE										Marine Firefighting													
											i) Assessment & Survey:		ii) Stabilization:				iii) Specialized Salvage Operations:		i.) Assessment & Planning		ii.) Fire Suppression:														
COTP Zone	Date	Location	Exercise	Actual Response	Announced	Unannounced	USCG Vetting	Muster Drill	Telephone Confirmation Drill	Tabletop Exercise	Equipment Deployed	Pier	Nearshore	Offshore	Other	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	A.) External firefighting teams	B.) External VSL firefighting systems	
North Carolina	11/4/2017	Cape Fear - Grounding		1	1					1		1				1	1																		
San Juan (PR/USVI)	9/20/2017 to 10/26/2017	Offshore - Emergency Towing		1	1					1					1	1	1				1	1			1	1									
Corpus Christi	2/16/2017	Corpus Christi Pier - Grounding		1	1						1	1				1																			
Corpus Christi	10/20/2017 to 10/27/2017	Corpus Christi Anchorage - Fire/Explosion		1	1					1		1				1	1	1	1	1	1	1	1	1	1	1					1	1	1	1	
Houston-Galveston	10/6/2017	Houston Ship Channel - Grounding		1	1					1		1				1		1																	
New Orleans	5/17/2017 to 5/19/2017	Nearshore/Pier - Mooring Plan		1	1					1	1	1				1		1			1	1			1										
New Orleans	Various	Pier - Anchor Recovery		1	1					1	1					1		1		1		1							1						
New Orleans	8/3/2017 to 8/8/2017	Nearshore - Anchor Recovery		1	1					1		1				1		1		1	1						1		1						
New Orleans	11/1/2017 to 2/17/2017	Offshore - Emergency Towing		1	1									1		1					1														
Port Arthur	2/23/2017	At Pier - Grounding		1	1					1	1					1	1	1	1		1	1		1											
Los Angeles - Long Beach	5/8/2017 to 5/11/2017	At Anchorage - Lightering		1	1					1		1				1							1												
Western Alaska (Anchorage)	10/29/2017 to 10/31/2017	Offshore - Emergency Towing		1	1										1	1					1														

SALVAGE



**An
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 minimizing 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 1, 2017

Dear Valued Donjon-SMIT Clients,

I, Timothy P. Williamson of Donjon-SMIT, 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 2017. 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 second year of a triennial cycle which began in 2016.

Further that Donjon, SMIT, and/or Donjon-SMIT 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 as their OPA-90 SMFF provider, for the year 2017, 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,

Timothy P. Williamson

General Manager

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