

DONJON COMPLETES JOB IN GIBRALTAR

In October 2008, the *M/V Fedra* grounded and sank after dragging anchor during a severe storm off the coast of Gibraltar.

Thereafter, on March 24, 2009, Donjon was awarded the contract for the wreck removal and disposal of the remnants and, after working all summer through the first part of the fall, site operations were completed near the end of October.

Since mobilizing personnel and equipment across the Atlantic and commencing site operations in late May of this year, Donjon made steady and significant progress toward completion of the project. Donjon removed all of the superstructure, main deck forward of the engine room, all subsurface bottom and side shell forward of the engine room bulkhead forward, and the

machinery in the engine room. The last work included removal of the shell of the engine room and final clean up of the work area once the main structure was removed. In addition Donjon removed thousands of gallons of fuel and related contaminants which remained in the hull from the initial clean up operation, thereby accomplishing one of the primary goals of the project to protect the pristine waters off the coast of Gibraltar and surrounding area.

Project Manager and Executive Vice President of Donjon Marine John A. Witte, Jr., said, "Work progressed as well as we could have hoped due to a combination of fair weather, fantastic support from our local subcontractors and the Government of Gibraltar, and most importantly the dedication and hard work of Donjon's Salvage Team. I cannot be more proud of all involved."

With the *Fedra* now removed, Donjon is awaiting final approval from the Gibraltar government. ❖



When the *M/V Fedra* grounded (top left) and sank off the eastern side of Europa Point in Gibraltar in approximately 20 feet of water, the vessel separated in two pieces at the forward end of No. 6 Cargo Hold. The vessel had seven cargo holds in total. Owners of the vessel, in consultation with their underwriters, called for competitive bids from the worldwide salvage community and Donjon was awarded the job. Donjon's effort in this contract called for the use of the 400-ton capacity derrick barge *Columbia, New York*, 7000-HP salvage tug *Atlantic Salvor* and *Witte 1400-series* material barge.

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DONJON DREDGING COMPLETING MULTIPLE PROJECTS IN AND AROUND NEW YORK

Donjon's Dredging Division continues to expand its reach, offering turnkey dredging, processing, and disposal services to the New York market. Recent and ongoing projects include deepening of the Elizabeth Channel for the U.S. Army Corps of Engineers (USACE), Donjon is removing approximately 330,000 CY of silt material with the bucket-equipped 16 CY *Cable Arm* environmental dredge *Delaware Bay*. Donjon tugs transported the material to be offloaded, processed and utilized as a capping material at the Bayonne Brownsfield remediation site.

In addition to the silt, Donjon will remove approximately 700,000 CY of clay and glacial till material with Donjon's hydraulic excavator dredge *J. P. Boisseau*. The material is being transported to the Hazardous Area Reclamation Site (HARS) in Donjon's 4,000 CY hydraulic dumpscows. The material was precision placed into sequenced 100' x 200' grids within the HARS area with Donjon tugboats that were equipped with Science Application International Corporation (SAIC) Global Positioning Systems, and used as a capping material to remediate the site.

In addition, Donjon continues the maintenance dredging of Jamaica Bay, Breezy Point for the U.S. Army Corps of Engineers. Like Elizabeth Channel, dredging operations consist of two phases of work. Phase one consisted of the removal of approximately 200,000 CY of sand with an 8 CY extra heavy duty roundnose digging bucket performed by the dredges *J. P. Boisseau* and *Delaware Bay*. The material was transported to HARS in Donjon's dumpscows, precision placed with Donjon tugboats, and used as a capping material to remediate the site. Phase 2 consists of the removal of approximately 145,000 CY of sand with the dredge *Delaware Bay* into scows to be transported to the White Island landfill, where they are being offloaded by the dredge *Newark Bay* and utilized as a clean capping material at the site.

In addition to USACE work, Donjon continues a strong position in the NY market conducting private dredging work for major facilities, including but not limited to the recent dredging of the Atlantic Salt Facility in the Arthur Kill. Donjon's dredging



Donjon's dredge *J.P. Boisseau*, barge *Witte 4003* and tug *Paul Andrew* dredge the Elizabeth Channel.

operations again utilized the Donjon dredges *Delaware Bay* and *Michigan*. Donjon dewatered and processed the material and subsequently towed it to the Fresh Kills landfill in Staten Island, NY in sealed hopper scows with Donjon tugboats, to be utilized as a clean capping material.

The project will culminate with the removal of approximately 50,000 CY of Clay/Till with the dredge *Michigan*, transported to HARS in Donjon's 4,000 CY hydraulic dumpscows, and precision placed by Donjon tugs with the SAIC GPS.

Finally, Donjon recently completed dredging operations at Berth 36 and 63, Pierhead Channel, Port Newark, NJ. Donjon removed approximately 17,000 CY of silt material with the dredge *Michigan* using a 16 CY environmental bucket. The silt material was being towed to the Newark Bay Confined Disposal Facility for dumpscow disposal. Phase 2 consists of substantial debris being removed with the *J. P. Boisseau*.

Thomas D. Witte, Donjon's Executive Vice President and Director of Dredging, commented, "Donjon continues to expand its position as one of the strongest dredging companies in the region. Thanks to the strength of the company and the turnkey service we provide, we look forward to continued growth in the future." ❖

DONJON COMBINES LAND AND MARINE EXPERIENCE

Donjon Marine continues to provide work on the Jamaica Bay dredging project after being awarded the contract in March 2009. The project commenced in late April 2009 and involved the removal of 343,000 cubic yards of sand for placement at the Historic Area Remediation Site (HARS).

For the past decade or longer, Jamaica Bay sand had been utilized as beach re-nourishment material for adjacent beaches. However, as the beaches were in good condition from mild storm cycles, in 2009 the U.S. Army Corps of Engineers (USACE) initially decided to place the sand at sea using Donjon's fleet of 4,000 CY dumpscows.

Donjon's access to clean sand in the proximity of White Island, a former NYC landfill, caught the attention of the New York City Economic Development Corporation (NYCEDC), which manages the waterfront property for all of New York City. The White Island site had

been designated years prior as a restoration project to compensate for wetland destruction in another development area. However, the project had been stalled for over a decade due to the challenges of delivering sand to an island without land access. Pumping the sand from offshore was not an option due to the high water content problems associated with pump operations.

Bringing the project back to life required Donjon to coordinate with multiple Federal, state and local agencies, including USACE, NYCEDC, NYC Parks Department, and New York City Housing and Preservation Department. Donjon mobilized dredges, tugs and spud barges as well as a landside offload and placement facility on site. The sand from Jamaica Bay was then redirected to the island for transfer to shore and placement into designated stockpile areas. Donjon constructed sand containment zones, including silt fencing, hay bales and drift fencing.

The project incorporated a number of Donjon's areas of expertise, both marine and land-based. Donjon installed over 2,800 hay bales, 7,680 feet of silt fencing around the stockpile areas, 7,860 feet of silt fencing around the perimeter of the island, and constructed an offloading platform to accommodate the sand delivery. Four off-road trucks, two bulldozers, two excavators, one loader, one fuel truck, and one skid steer were all lifted ashore to support the delivery operations. The barge fleet was changed from dump scows to deck barges and a second dredge was located at White Island to perform offloading operations.

Kerri Mullins, Donjon's Project Manager on the White Island project, offered her opinion: "Donjon is pleased that we could provide our resources and equipment, as well as our ability to coordinate with all of the agencies involved to make this project a success." ❖



Kerri Mullins (right) talks with Donjon Superintendent Steve Collins about the White Island project.



Sand is moved to replenish the shore.

Message from the Vice President: Donjon Staying Busy

By John A. Witte, Jr., Executive Vice President, Donjon Marine Co., Inc.

As the unseasonably wet Summer in the Northeast turned into an unseasonably chilly Fall, Donjon continues to press ahead. At a time when the worldwide economy is seeing a downturn, Donjon, as a result of its diversity and ability to adapt our services to the needs of our customers and the marketplace, has stayed busy. As far as our dredging activities, we continue to stay fully employed with projects throughout the New York Metropolitan area. Most of the work involves either the use of dump barges or upland disposal at Donjon's Berth 36 processing facility.



John A. Witte, Jr.

Our Heavy Lift and Marine Transportation group is also quite busy. Donjon recently traveled to Boothbay Harbor, ME to lift two tug hulls from the shore at the Washburn Doughty and Associates Facility. This work was required as a result of a devastating fire which closed down the yard for quite a while. We are happy to be of help. With additional tugs to be launched, as well as our normal New York Based Salvage, project cargo/stevedoring work and a much anticipated (by some) lift project in Nassau Virgin Islands, we remain involved in a variety of projects. Our marine transportation division also remains fully engaged by not only supporting the needs of Donjon's Dredging, Salvage and Heavy Lift

departments, but also through our Steel Scrap Services agreement with Sims Metals and other local vendors.

We have also been busy in our Steel Recycling division where we are taking in both vessels as well as typical "peddlers scrap" to support our Staten Island, NY and "peddlers drive up" business at our Dover, NJ operations. We have also been continuing to develop our land-side demolition services in Donjon's continuing efforts to respond to the needs of our customers.

In March of this year, Donjon was also awarded a major Wreck Removal project located in the country of Gibraltar (see article, page 1). The work involved the remnants of the *M/V Fedra* lost in a storm in October 2008. The work proceeded on task and we completed the job in October. The successful award of the *Fedra* marks the return of Donjon into the world of international salvage and wreck removal.

Donjon's OPA-90 specific joint venture with SMIT Americas (Donjon-Smit JV)

for salvage and related services as required by The Oil Pollution Act of 1990, is also moving ahead as the regulatory climate continues to become more stringent for salvage service providers. Donjon-SMIT presently has over 4,000 ships under contract and looks to add clients and vessels as we continue to work toward 100% compliance for all of the revisions to OPA-90. We are almost there, well before the new requirements come into effect.

While the challenges never stop, Donjon continues to stay focused, while also looking to non-traditional (for Donjon) business as well. Our philosophy is that diversity in business is one of the biggest strengths of Donjon Marine Co., Inc. As our new tagline says, We have "Depths of Experience"!

To our employees, we say thank you; to our customers, we look to continue to provide the same professional and cost-effective services as we have throughout our 40-plus years of service. Donjon's future is built on its past. ❖

Donjon Digest

In an effort to continue to be engaged in national and international events, Donjon Marine Co., Inc., has been or will be involved in the following industry activities:

John A. Witte, Jr. completed two years as President of the American Salvage Association on October 7, 2009.
CONGRATULATIONS! ❖



DONJON FOCUS ON...

Spotlight on Billy Kratz, III

When asking Bill Kratz if he prefers to be called “Bill” or “Billy,” he says, “well, since I have been working here since I was a kid, everyone knows me as ‘Billy’ or ‘the Kid’.”

Billy Kratz, III has, indeed, been with Donjon for more than 20 years, working on weekends in the 1980s alongside his Salvage Master father, Bill Kratz, II, another long-term (30 years) employee of the company who sadly passed away in 2006. Billy then started working in the summers for Donjon and began work full-time in 1987, currently serving as Salvage Master. He led efforts to remove the *M/V Fedra* in Gibraltar, establishing the daily work schedule, supervising the dive crew, and managing efforts to disassemble the vessel.

When not on a job in a remote location, Billy’s office is on the top of a dive barge at Berth 5 at Port Newark, where Donjon’s heavy-lift and other equipment is docked when not in use. There he works with other Donjon employees like Derrick Captain Johnny Carlsen and Senior Heavy Lift Operator Frank Anthony, profiled in past *In-Depths*, who, along with “people like my father, Bill Kratz Jr., Arnold and John Witte and many others, helped me to learn all aspects of marine salvage and working in the marine environment.”

“Donjon is like my second family and has really been part of my whole life,” he said. “I even decided to go to a marine academy for my high school training because I wanted to learn more,” he continued.

When asked how the company has changed most in two decades, Billy says its size. “On big jobs in the past, the



Billy Kratz, III

entire company would be involved, but now there are more employees to trust to get it done,” he said.

Another big change over his years with Donjon has been the regulatory environment that all marine salvage companies now operate within. “There are so many more rules and regulations to follow now and probably more for the future,” Billy said.

But that future looks positive. “I hope the company keeps growing like it has been because one department’s growth – in my case the marine salvage division – helps the other departments,” he said. ❖

Civil War Wreck Removal Contract Goes to Donjon

On October 6, the U.S. Navy awarded an archeological site removal contract to Donjon to perform diving, clam-shell dredging and wreck removal services to a Civil War gunboat – the *USS Westfield* – that was sunk by Southern fire during the Battle of Galveston in 1863. The sunken vessel lies in 40 feet of water in Galveston Bay in Texas. The site has been determined eligible for the National Register of Historic Places.

Planning for the job began in mid-October with the use of local equipment and involves removal of Civil War artifacts and munitions such as shells, bullets, cannons and other materiel, as well as dredging of the Bay near the wreckage. An explosives team from the U.S. Department of Defense is also involved in the handling of the munitions from the wreck, as well as mapping the debris.

Site work is scheduled to begin in early November and will be performed with the use of local equipment and managed by Donjon salvage, engineering, and dredging personnel. The job is expected to be completed by mid- to late December. ❖

DONJON TO REMOVE SUNKEN ELLIS ISLAND FERRY

On September 14, Donjon was awarded another archaeologically sensitive project contract, to remove



Photo courtesy of Wikipedia.

the sunken Ellis Island Ferry that was used to transport immigrants to and from Ellis Island's processing facility in New York. To be performed in conjunction with the U.S. National Park Service, Donjon began work the last week of October to first perform a dive survey to determine the location of three separate pieces of the ferry to be removed and redelivered. The ferry's engine, boiler and drive train will be removed with the help of underwater burning equipment. Donjon will also dredge the area around the ferry and air-lift the material for disposal. The last phase of the contract calls for removing the last remnants of the ferry with the use of a chopper beam. Certain pieces of the wreckage may be included in the Ellis Island museum.

Donjon's dredge *Newark Bay*, along with several hopper barges, dive crew and salvage masters will be utilized for this job and it is expected to be finished by the end of December. ❖

Donjon Remembers Dale Springer

This year the Donjon family suffered the loss of longtime Donjon employee and friend, Mr. Dale W. Springer. Dale first came to work for Donjon in February 1971 as an Equipment Operator. He



Dale W. Springer

quickly moved into the position of Marine Superintendent and eventually Salvage Master. Dale successfully completed hundreds of salvage, wreck removal and construction projects over his nearly 40 years of service to Donjon. He continued to work and was an integral part of Donjon's success until he finally lost his battle with cancer in late February. Dale was never one to shy away from challenge and spent time in support of Donjon not only in the U.S. but also abroad in countries like Mexico, Nigeria, and Canada to name a few. His ability to accomplish the extraordinary was well known. Dale's work ethic, productivity and will to succeed, along with his friendship, will be missed. ❖

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