

JMS Receives ISO 9000 Certification

Letter from the President



Dear Readers,

In preparation for the 21st Century, I am proud to announce that JMS earned ISO 9000 Quality Standard Certification in December 1999. This will help JMS maintain a leadership role in the industry by providing insurance to existing and future customers that the quality of our services and products remain our highest priority. To that end, I am very pleased with industry's response to the definitive textbook about commercial salvage entitled, "Marine Casualty Response: Salvage Engineering". The book was recently completed by JMS in collaboration with the American Society of Naval Engineers (ASNE), and is based on the "U.S. Navy Salvage Engineer's Handbook". It is the most comprehensive book of its kind. I salute the people who brought this project to fruition, and who made this book the premier choice for any person working in the maritime industry.

It has been over a year since JMS acquired Divers Institute of Technology in Seattle, Washington. Under the leadership of Captain Bruce Banks, the commercial dive training school has enhanced the curriculum, increased student enrollment, improved their facilities, is rebuilding their WebPage, and passed their reaccreditation review with flying colors. In 1999, 146 students graduated from DIT to earn their Professional Commercial Diving Certificates, and are placed in some of the premier jobs in the industry.

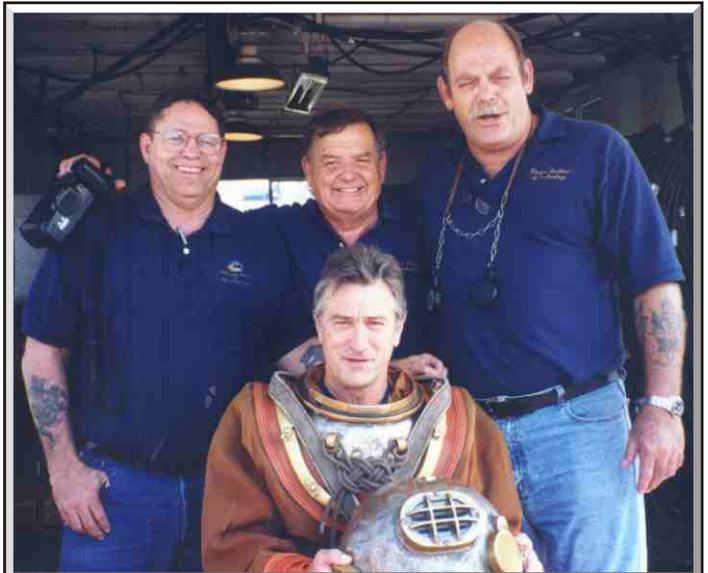
I invite you to read the newsletter. It features some of our most notable

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To start off the new millennium, JMS Naval Architects & Salvage Engineers is proud to announce that it has received ISO 9000 Quality Standard Certification as of December 1999. JMS has implemented all required sections of the internationally recognized Quality Management System [QMS] Standard for its marine engineering services. Management Representative Matthew Wetmore worked closely with the ISO External Auditor and all personnel from JMS to ensure that the certification process was successful and timely. Matthew is to be commended for a job WELL DONE!

Maritime industry quality standards are increasing, and customers continue to have higher expectations of the services and products they receive. With ISO 9000 certification comes improved services and products, increased work efficiency, and added marketing potential. ISO 9000 certification helps JMS maintain a leadership role in the industry by ensuring quality services and products. We recognize that to achieve customer satisfaction, the quality of our services and products must be the highest priority. The success of this quality policy is influenced by the actions of all employees. Therefore,



Robert DiNero takes time from the upcoming movie "Navy Diver" to be photographed with the DIT Technical Advisory Team (from left to right, John Searcy, DIT Director Bruce Banks and Richard Radecki). Read about it on page 5.

DUKW Damage Stability Analysis for the NTSB

In the wake of the tragic sinking of the amphibious passenger vessel, MISS MAJESTIC, near Hot Springs, Arkansas on May 1, 1999, the National Transportation Safety Board (NTSB) commenced an investigation and contracted JMS to conduct an in depth damage stability analysis.

Amphibious passenger vessels have become a popular tourist attraction and

carry more than 1 million passengers a year. There are approximately 30 companies operating over 250 amphibious vessels throughout the U.S. The majority of these vessels are DUKW's which are WWII vintage amphibious vehicles 31 feet

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NAVAL ARCHITECTURE

SENESCO & JMS Team To Offer Unique Design/Build Capability in the Northeast

Southeastern New England Shipbuilding Corporation (SENESCO) and JMS have teamed to offer unique shipbuilding/design capabilities. SENESCO is a newly established shipyard



The bow section of a 320 ton Ocean Spud Barge under construction at SENESCO.

on Narragansett Bay located at Quonset Point, North Kingstown, Rhode Island. They specialize in building tugs, shallow draft tank ships, double-hull barges, supply boats, and research vessels. JMS has become the exclusive designers and engineers for SENESCO, providing all phases of naval architecture and engineering support including specification developments, designs, plan reviews, regulatory body liaison, change order negotiations, documentation, construction and repair evaluations, and facility engineering. In addition, FG Marine Design, Inc. is supporting JMS with naval architecture services and design plans. JMS engineers work closely with FG Marine and SENESCO employees at all levels to optimize the design/build process.

Through this partnership, SENESCO and JMS collaborated on a 320-ton ABS classed Ocean Spud Barge that was recently completed for a marine construction

company in Boston, Massachusetts, and a 420-ton ABS classed Ocean Spud Barge for Reicon, a division of Reinauer Transportation Company. JMS designed a Launch Barge for in-house use so that SENESCO can launch newly constructed ships in a self-reliant, cost effective manner. In addition, SENESCO is building several Pontoon Barges of different sizes, designed by JMS, for Boston Harbor Cruises. For each construction project, JMS performs ship stability and strength analysis, stability and load line calculations, and design plans compliant with ABS construction

requirements. JMS also offers technical support with programming the Numeric Control Machine used for cutting steel. This is a sophisticated, high precision machining tool that has added significant value and efficiency to SENESCO's construction operations. JMS looks forward to a continued and long-

lasting relationship with SENESCO in providing the Northeast unique shipbuilding/design services.

Seaworthy Systems and JMS Awarded 5-Year Contract with NOAA

Seaworthy Systems, Inc. (SSI) and JMS teamed, and were awarded two competitive procurements from NOAA for a 5-year Naval Architecture and Marine Systems Engineering support contract. In support of the NOAA Corps Operations, SSI and JMS will provide these professional services on an as needed basis to both the Pacific and Atlantic Marine Operating Centers. This includes seven ships operating in the Pacific Fleet and eight ships in the Atlantic Fleet, ranging in size from 90 feet to 274 feet LOA, and various small craft up to 50 feet in length. The ships are used for oceanographic surveys, hydrographic surveys, and living

marine resources research in order to accomplish NOAA's mission.

The broad range of services provided by the SSI/JMS team will include ship and boat designs/conversions/repairs, operational support and logistics, maintenance and repairs, economic and operational planning, and material condition assessments. Already intimately familiar with the NOAA research vessel fleet, JMS provides operations, safety, material condition assessments, and related engineering and inspection services to the National Science Foundation's University National Oceanographic Laboratory System (UNOLS) research vessel fleet. Further, the technical expertise of JMS personnel is backed by extensive seagoing and shipboard operations experience that enables a unique understanding of NOAA's requirements. JMS is pleased to team with Seaworthy Systems to provide a complete naval architecture and marine systems engineering services package to NOAA's research vessel fleet.

Case-Studies Compiled for Ship Structure Committee

The Ship Structure Committee (SSC) has contracted JMS to compile specific case studies involving marine casualties that have resulted from structural failures of ships. Several case studies are being reviewed and organized to provide educational materials that demonstrates the importance and unique challenges of shipbuilding and naval architecture. Incentive for the project comes from a recent SSC report (No. 391) entitled, "Evaluation of Marine Structures Education in North America." The report identifies several needs that are required to support the marine industry.

For example, the number of universities and institutions producing naval architects is declining. Naval Architecture programs are being eliminated or absorbed within other departments. Many engineers currently working in the field of naval architecture are trained as civil or mechanical engineers, and are not

fully aware of the aspects unique to ship structures. Therefore, the SSC has identified the need to increase appreciation for the engineering aspects unique to shipbuilding and naval architecture. The case studies will be organized and logically presented in a format that is easy-to-use. They will be



The New Carissa fully broached on the shores of Oregon. Just one of the USCG Ship Structure Committee Structural Failure Case Studies on their new web site developed by JMS. (Photo courtesy of OregonLive.com)

readily available on the SSC WebPage. The WebPage, which is being designed and created by JMS, will be dedicated to ship structure failure case studies. It will enhance understanding of the unique engineering aspects important to shipbuilding and naval architecture.

The web page will allow for wide-spread dissemination of information to universities, teachers, students, practicing naval architects, salvage engineers, and other maritime professionals. The WebPage will provide a worldwide forum to present the challenges that are critical to ship structure design. As real-life examples, the case studies will serve as an educational tool that allow teachers to better prepare their students for ship structure design. At the same time, engineers originally trained in civil or mechanical engineering will gain perspective about the unique problems encountered in the marine environment during ship structure failures. The WebPage will be part of SSC's "Educational Resource Section," and is expected to be online this spring at <http://www.uscg.mil/hq/g-m/nmc/ssc1>.

CargoMax™ Loading Programs for Nearly 50 Vessels

CargoMax™ is a class society approved loading program that analyzes sophisticated load arrangements for ships to maximize carrying loads, while at the same time, evaluate hull strength and

stability of hypothetical load conditions. JMS is a licensed agent and developer of the CargoMax™ Loading Program, and has created computer-aided load programs for 48 vessels representing 10 different commercial and academic institutions during 1999. For example, load programs for 25 oil tank barges of the Reinauer Transportation Company fleet were

developed, including a program for their new articulated tug barge, *RTC 135*. Roymar Ship Management's fleet received load programs for 8 bulk cargo carriers. To test the merits of CargoMax™, the Kuwaiti Oil Tankers Corporation received load programs for four of their oil tankers as a precursor to load programs for their entire fleet of 30+ oil tankers.

Beyond commercial fleets, JMS developed load programs for the student training ship, *Empire State*, of the State University of New York, and has been contracted to do the same for *Texas Clipper II*, of Texas A & M University. JMS has created load programs not only for barges, bulk carriers, tankers, and container ships, but also for passenger ferries, dredges, diving vessels, tugs, and research vessels.

R/V Connecticut to Install J-Frame

Research Vessel (R/V) Connecticut is increasing its oceanographic research capability by installing a J-Frame for scientific, educational, and industry users. JMS is engineering a "turn-key" design for a portable, one-ton capacity J-Frame that can be mounted into the working deck, and tied into the ship's existing hydraulic system. This includes not only the frame design, but also strength analysis of the working deck, recommendations for increasing deck strength, and specifications for the hydraulic cylinder required to operate the frame. The J-Frame will be used for handling, deploying, and retrieving oceanographic equipment over the side of the vessel. It's portable design will allow for different space configurations on deck and maximum flexibility.

The R/V Connecticut is UCONN's new 76' research vessel. It is the hallmark of a \$55 million campus enhancement project to benefit the Marine Science & Technology Center at Avery Point, Groton, CT. For information about the research vessel, or contract availability, call (860) 405-9178 or go to <http://vm.uconn.edu/~wwwmstc>.

JMS Receives ISO 9000... from page one...

we believe that the continuous improvement of quality, in all jobs, is fundamental to maintaining customer satisfaction, our competitive position, success and efficiency.



JMS is engineering a "turn-key" portable J-Frame for the RV Connecticut.

MARINE CASUALTY RESPONSE

Regulatory Assessment Study of OPA 90 Salvage and Marine Firefighting

The Volpe Transportation Center has contracted JMS to collect information for subsequent analysis of U.S. Coast Guard proposed requirements for Salvage and Marine Firefighting. The proposed rule is part of the Oil Pollution Act (OPA) of 1990 Vessel Response Plan (VRP) Regulation. Since 1993, owners/operators of vessels carrying groups I-IV petroleum oil as primary cargo must ensure the availability of "...a salvage company with expertise and equipment," and "...a company with vessel firefighting capability that will respond to casualties in the area(s) in which the vessel will operate." Since the ruling, there has been widespread disagreement among plan holders, salvage and marine firefighting contractors, maritime associations, public agencies, and other stakeholders as to what constitutes adequate salvage and marine firefighting resources. In response, the U.S. Coast Guard is reviewing regulations of the existing rule. To that end, JMS is collecting information for the Volpe Center in order to perform a cost/benefit analysis of the existing rule.

To ensure a thorough analysis and that the interests of all stakeholders are represented, JMS is collecting several pieces of information from a variety of sources. This includes: 1) identify a representative cross section of individual plan holders and marine salvage and firefighting organizations that can provide information for case study interviews; 2) develop questionnaires for interviewing companies and organizations; 3) develop an interview plan and conduct interviews; 4) analyze what is being done to comply with existing regulations, and what could have been done differently under the original rules; and 5) document the costs of compliance with the existing VRP regulations, and estimate the cost of changes. JMS will provide the Volpe

Center with a final report that summarizes the information collected, and describes the methods used for collecting the data. Subsequently, the information will be used by the Volpe Center to conduct a cost/benefit analysis of the existing requirements for Salvage and Marine Firefighting services. The USCG intends on issuing a Notice of Proposed Rule Making (NPRM) later this year.

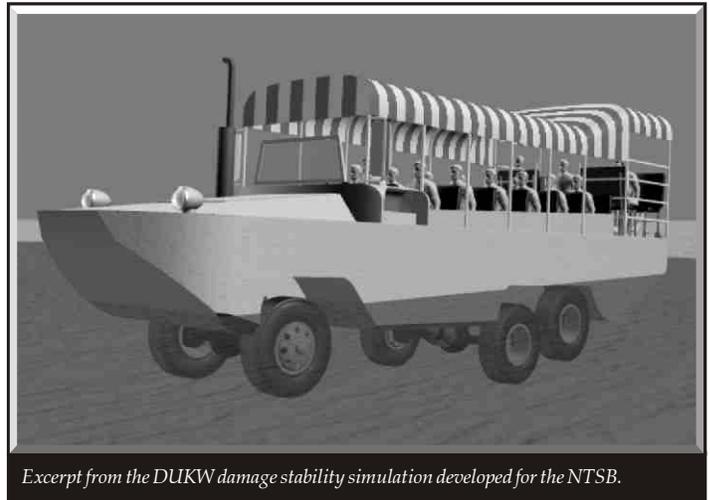
ADVANCED DIVING



JMS Begins Operation of DIT

JMS began operation of Divers Institute of Technology (DIT) in 1999. The school is a member of the Association of Commercial Diving Educators (ACDE), and is accredited by the Accrediting Commission of Career Schools and Colleges of Technology (ACCSC). The school's seven-month curriculum provides a comprehensive dive and commercial skills training program. The objective of DIT's academic program is to qualify graduates to enter the commercial diving industry as entry level divers and tenders. The goal is to provide graduates who can be of real value to their employers, not only while they are in the water, but on-deck as well. One hundred and forty six students graduated from DIT in 1999 to earn their Professional Commercial Diving Licenses. Through the job placement assistance program, over 90% of those graduates (134 commercial divers) were placed with different companies shortly after graduation.

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Excerpt from the DUKW damage stability simulation developed for the NTSB.

DUKW Damage Stability... from page one...

in length and capable of carrying up to 33 passengers. They were originally built for the U.S. military as an amphibious logistic support vehicle.

Due to a lack of documentation in existence, JMS conducted a survey of the MISS MAJESTIC and performed an inclining experiment aboard a sister vessel in Hot Springs. The data was used to develop a HECSALV computer model of the DUKW and perform flooding analyses for various loading arrangements. The effects of adding watertight bulkheads and buoyant foam were analyzed as possible means of increasing vessel survivability.

JMS also created a computer simulation to visually depict the sinking of the MISS MAJESTIC consistent with the engineering analysis. The video demonstrated the source of the flooding and the progression of water in real time. To ensure the highest level of accuracy, the simulation was created using in-house personnel who



DIT's deep diving platform/vessel the RESPONSE.

were involved in all phases of the project including the on site measurement, inclining experiment and engineering analyses.

The results of the study were presented at a NTSB public forum on "Amphibious Passenger Vessel Safety" held in Memphis, Tennessee on December 8, 1999. JMS president, Jack Ringelberg participated as an expert panelist where he discussed the findings and presented the computer simulation. The Safety Board hosted the event to provide an opportunity for the U.S. Coast Guard, State governments, amphibious passenger vessel operators, and the general public to explore safety issues relating to the design, regulation, maintenance, and operation of these unique vessels. NTSB released their safety recommendations in February 2000.

Subsequent to the NTSB public forum JMS has offered its services to other commercial companies operating amphibious vessels for tourism. For example, Boston Duck Tours has hired JMS to design the overhaul of their 17 boats, which operate in Boston Harbor, MA. In addition, JMS is consulting with ocean engineers about designing and building modernized amphibious passenger vessels that meet all U. S. Coast Guard regulations.

JMS Operation of DIT... from page four...

Be sure to check out DIT's new web page at www.diversinstitute.com. It is being updated, and reflects DIT's academic courses, training schedules, facility resources, staff credentials, admission requirements, financial aid, career opportunities, graduate lifetime job placement assistance and other student services, and information about Seattle, Washington.

JMS Hires New Diving Supervisor

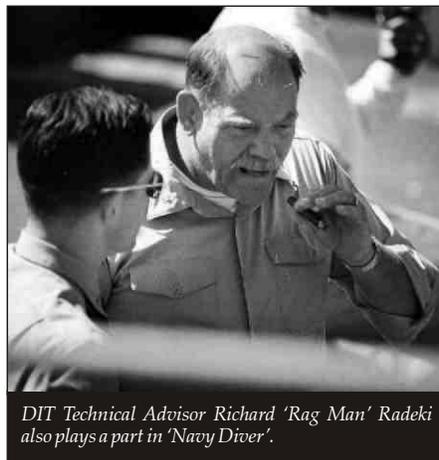
David Baiss has recently become the new diving supervisor at Bath Iron Works. David is a retired U. S. Navy diving officer and former master diver. His 29 year career has included positions as the command diving officer at U. S. Naval

Experimental Diving Unit, Shore Intermediate Maintenance Activity Mayport Florida, and USS Simon Lake. He was a master diver on USS Yellowstone, USS Edenton, Shore Intermediate Maintenance Activity Norfolk Virginia, and aboard USS Recovery. As a qualified saturation diver and surface warfare officer coupled with extensive experience in ships husbandry and salvage tasking, he compliments the requirements of the BIW dive team. He ensures JMS's commitment to providing professional quality services to our customers worldwide.

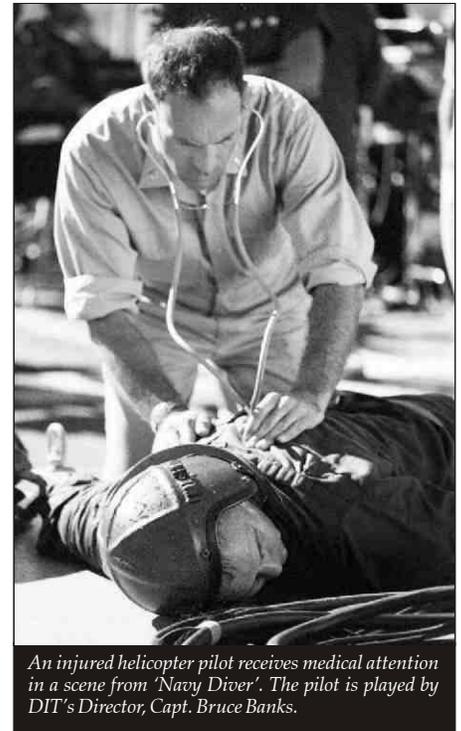
Bath Iron Works at a Glance

JMS continues to provide diving supervisory and overall responsibility for the safe conduct of day to day operations for the dive team at Bath Iron Works facilities in Bath and Portland, Maine. The dive team is comprised of eleven shipyard tradesmen qualified in numerous skills who are rotated every two weeks. This provides continued professional development within their respective trades as well as continuity to the dive team.

The dive team provides general diving services, pre and post underwater hull inspections of United States Navy (DD-51) Arleigh Burke Class destroyers built at the shipyard, and is instrumental in the upkeep of the floating dry-dock at the Portland facility. In addition, the dive team provides upkeep and repair of docks and launchways at the BIW main facility in Bath, Maine.



DIT Technical Advisor Richard 'Rag Man' Radeki also plays a part in 'Navy Diver'.



An injured helicopter pilot receives medical attention in a scene from 'Navy Diver'. The pilot is played by DIT's Director, Capt. Bruce Banks.

The past year the dive team successfully conducted underwater welding repairs on the floating dry-dock, completed rebuilding the south launchways, completed the extensive removal and replacement of deteriorated wood bracing under the south dock, and commenced rejuvenation of concrete pile cap structures under the north dock. In addition to the more than 60 days spent under the north and south docks replacing and installing wooden bracing, the divers logged more than 281 hours of bottom time while performing other diving services with no accidents or down time.

DIT Provides Technical Advice to 20th Century Fox

LIGHTS CAMERA ACTION... 20th Century Fox is making a Hollywood film about the life and history of retired Master Chief Boatswain's Mate Carl Brashear, hero and former U. S. Navy Master Diver. Divers Institute of Technology (DIT) was hired to provide dive training, technical advice, and related services for the film. Prior to filming, the actors and supporting cast members were diver-trained at DIT facilities in Seattle, WA. During filming DIT provided technical advice and



A chaotic scene from 'Navy Diver'. Cuba Gooding Jr. (center) plays Carl Brashear and 'Rag Man' (center right) is Chief Boatswain.

services about diving history, techniques, and equipment used by the U. S. Navy during the time-period of the story. Further, DIT provided the diving station and props for the film set in Rainier, Oregon. Students and graduates of DIT performed stunt work, in-water action, set work, and appeared in courtroom scenes. Throughout the production, DIT ensured that the actors were indoctrinated to Navy dive culture to properly influence their acting. DIT President, JMS Founder, and former Navy Commander, Captain Bruce Banks was on scene during training and filming of the movie. In addition to providing technical advice, he made his acting debut by playing an injured helicopter pilot.

Also providing technical advice were Master Divers John Searcy and Richard Radecki. In the movie, MDV Radecki plays a Master Diver during at-sea diving scenes.

The movie focuses on the life of BMCM (MDV) Carl Brashear. Among other achievements, Carl was the first African American to become a certified Navy Diver and later, a Master Diver. During a salvage operation, Carl was seriously injured on the deck of USS Hoist (ARS 40) when a line snapped, and a pipe tied to the end smashed his leg. After seven operations doctors were forced to amputate Carl's leg four inches below the knee. Despite this "career ending" injury, Carl rehabilitated

himself to excellent health, and four years after the accident, achieved Master Diver designation. To do this he had to perform a grueling battery of physical tests witnessed by disbelieving officers from the Bureau of Medicine. Carl's determination, tenacity, and courage led him to success, proving that he was in fact, fit for duty. These qualities are

not only a tribute to himself, but to all Navy Divers.

20th Century Fox relied on DIT to safely train the actors and supporting cast, and to ensure an accurate and authentic portrayal of the Navy dive program. Director of the film is George Tillman, Jr., and Robert Teitel and Bill Badalato are producing it. Bill Cosby is Executive Producer. It stars Cuba Gooding, Jr. as Master Diver Carl Brashear, and Robert DeNiro as Master Diver Billy Sunday, a fictional character that is Carl's mentor. "Navy Diver" is scheduled for release in August 2000.

(Photos & text reprinted in part by permission thanks to All Hands, Magazine of the U. S. Navy, Feb. 2000; and FACEPLATE, Official Newsletter for Divers and Salvors of the United States Navy, Dec. 1999).

VIDEO PROJECTS...

ADC Requests Delta P Diving Safety Video

Volatile differential pressure (Delta P) diving environments have been involved with 2 out of 3 commercial diving fatalities. In an effort to reduce the risk of Delta P diving accidents, the Association of Diving Contractors (ADC) International contracted JMS to produce a short-length diving safety and instructional video to increase industry awareness of the hazards inherent in volatile differential pressure diving environments. The video uses computer generated images (CGI) and computer animation to re-enact 5 different accident



A commercial diver's leg gets drawn into an oil well in an excerpt from the ADC Video, "The Hazards of Diving in Differential Pressure Environments".

scenarios from case studies investigated by the ADC. The video begins by identifying and defining the problem. It offers solutions and recommendations that minimize the risk of accidents by showing how to recognize Delta P environments, and how to avoid them. The video concludes by summarizing the most important "take-home" points necessary to avoid Delta P related injuries. ADC



A commercial diver works dangerously close to an open swimming pool drain in an excerpt from ADC's, "The Hazards of Diving in Differential Pressure Environments".

provides the film at no charge to member commercial dive companies with the goal of improving overall safety within the industry. Non-member companies or individuals can purchase the video for \$25.00 by phoning ADC at (281) 893-8388 or faxing (281) 893-5118.

OASIS Promotional Video for OTF

The Ocean Technology Foundation (OTF) hired JMS to construct a program promotional video that uses 3D computerized animation and simulation to visualize the conceptual program called OASIS (Ocean-Atmosphere-Seafloor Integration Study). OASIS is a broad based, long-term R & D initiative to develop technologies for an ecosystem-wide investigation that integrates ocean, atmosphere, and seafloor studies into one program. OASIS is designed to take place on outer continental shelf ecosystems, and is an important next step in the evolution of ocean studies and exploration. Since the structures that support OASIS are not yet built, JMS was able to render a complex concept into simplified visual terms. Using sophisticated animation tools, JMS created a 3D computerized simulation that is technically accurate and "sexy."

JMS rendered the offshore surface support platform, mid water-column habitat, and a new patented research submarine called MANTA. The hallmark of the video is the ocean floor habitat, similar to an undersea "space station," called Ocean Base One. Each of these structures is technologically impressive in themselves. However, the unique aspect of OASIS is the

integration of these structures to allow for comprehensive ocean, atmosphere, and seafloor studies. Not the least of which is to allow researchers, engineers, educators and students to live and work on the ocean floor for extended periods of time. The video simulates, for example, the Ocean Base One habitat positioned on the seafloor with the MANTA submarine, an ROV, and divers working outside. MANTA is shown on an excursion, flying over the ocean floor and beginning its descent into a submarine canyon. OASIS is sponsored by the Ocean Technology Foundation whose mission is, "to realize the potential of the final frontier on earth by stimulating and supporting ocean exploration, research, commerce, and education."

The animated sequence constructed by JMS is expected to be part of a television documentary series entitled, "Extreme Machines." The series is produced by Pioneer Productions, and is sponsored by The Discovery Channel. One documentary is the subject of Deep Ocean Exploration, and OASIS resembles an example of what the future might look like in a decade or more. The air date is scheduled for mid-June 2000 on The Learning Channel.

Letter from the President... from page one...

projects since the last edition, and highlights the services we provide in naval architecture, marine engineering, salvage engineering, diving support, and computer animation. The work has been diverse, which is demonstrated by the list of customers we work with: U.S. Coast Guard, National Transportation Safety Board, Volpe National Transportation System Center, Ship Structure Committee, National Oceanic and Atmospheric Administration, Association of Diving Contractors, Department of Defense, universities, non-profit foundations, film production companies, and even Hollywood. This is in addition to the long list of private-sector maritime customers we have serviced for more than a decade.

Regards,

Jack Ringelberg
Capt. Jack Ringelberg

**TECHNICAL
PUBLICATIONS**

JMS Announces MARINE CASUALTY RESPONSE: SALVAGE ENGINEERING

In collaboration with the American Society of Naval Engineers (ASNE), JMS has written the definitive textbook on commercial salvage, *Marine Casualty Response: Salvage Engineering*. It is based on the U.S. Navy *Salvage Engineer's Handbook*, which was written by JMS for the U.S. Navy Supervisor of Salvage. *Marine Casualty Response: Salvage Engineering* addresses the following topics:

Naval Architecture
Structural Engineering

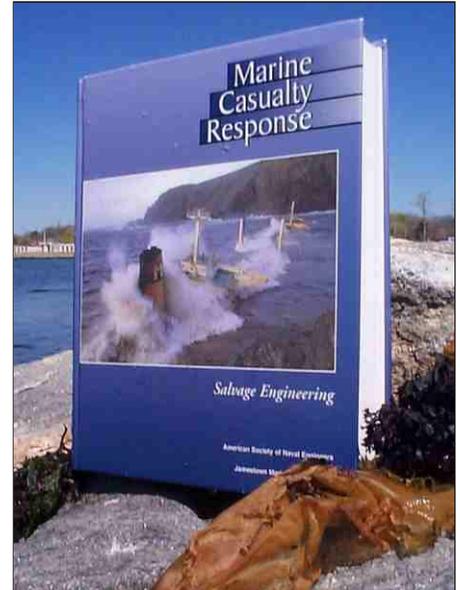


A Manta submarine prepares to dock with the Ocean Base habitat in an excerpt from the OASIS concept simulation recently created by JMS for The Learning Channel. Read about the soon-to-air documentary on page 7.

The 710 page text contains over 350 illustrations, comprehensive appendices, engineer's tables, detailed examples, and enough technical information to make it an indispensable, practical manual for engineers and operators alike. Because modern salvage engineering is by nature interdisciplinary, the salvage engineer needs to be prepared and trained in a wide

variety of engineering disciplines in order to respond effectively on short notice and to integrate him/herself into the response organization. *Marine Casualty Response: Salvage Engineering* is a valuable, one-stop handbook for naval architects, marine engineers, port engineers, ship captains, chief engineers, salvage foremen, tug

- Environmental Forces
- Salvage Planning
- Stranded Vessels
- Sunken Vessels
- Rigging Systems
- Recovery Buoyancy
- Weight Removal
- Explosives



Marine Casualty Response: Salvage Engineering is a new technical publication co-authored by JMS and the American Society of Naval Engineers (ASNE).

operators, and ship owners. *Marine Casualty Response: Salvage Engineering* is available for purchase directly from Kendall/Hunt Publishing Company. To order your copy call, (800) 338-8290 or fax (800) 772-9165. **JMS**



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