MARINE INSURANCE DAY

Baruch College
November 2, 2022

Grounding of the “EVER FORWARD”

March 13, 2022

Craighill Channel, Maryland

DONJON-SMIT, LLC

John A. Witte, Jr.
Director

-"Hope and luck don't re-float ships;
though preparation, good engineering, and seamanship do."

- Capt. C.A. Bartholomew

- On January 17, 1950 USS MISSOURI's (BB-63) newly appointed Captain William Brown was instructed to make a calibration run on the acoustic range off the coast of Norfolk.

- The CO failed to consult the charts prior to getting underway, and ignored warnings from the XO and Navigator that he was headed into shoal water.

- At approximately 0825H, she ran aground at a speed of 12 knots

- MISSOURI's momentum of 12 knots, slid her a half mile up on the mudflats before running hard aground.
- To make matters worse, high tide that day was around 0830H (almost exactly when she ran aground).
- The only positive was that they ran aground in an area that contained the greatest concentration of Navy Divers and equipment available.

The bigger they are….

- MISSOURI's average draft was;
  - Prior to stranding: 36'3"
  - After stranding: 29'6"
- The MISSOURI is big.
  - Length: 887'3"
  - Beam: 108'2"
  - TPI : 150 Tons
- So with a draft change of +81" and a TPI of 150T, USS MISSOURI had 12,000 tons worth of ground reaction.
- To put 12,000 tons in perspective; it is equal to 1 ½ Eiffel Towers, seventy seven 747 jumbo jets or 1,200,000 cases of beer.

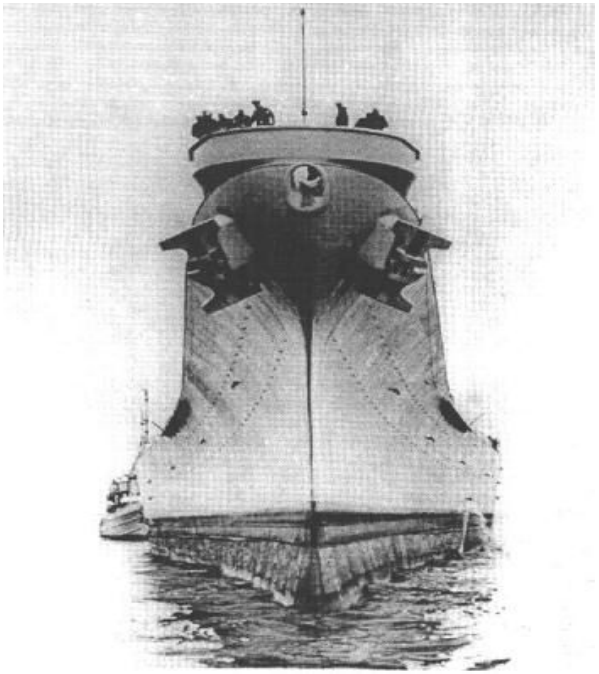


Photo # NH 96789 USS Missouri's stern, while aground, Jan. 1950

DONJON SALVAGE

SMIT

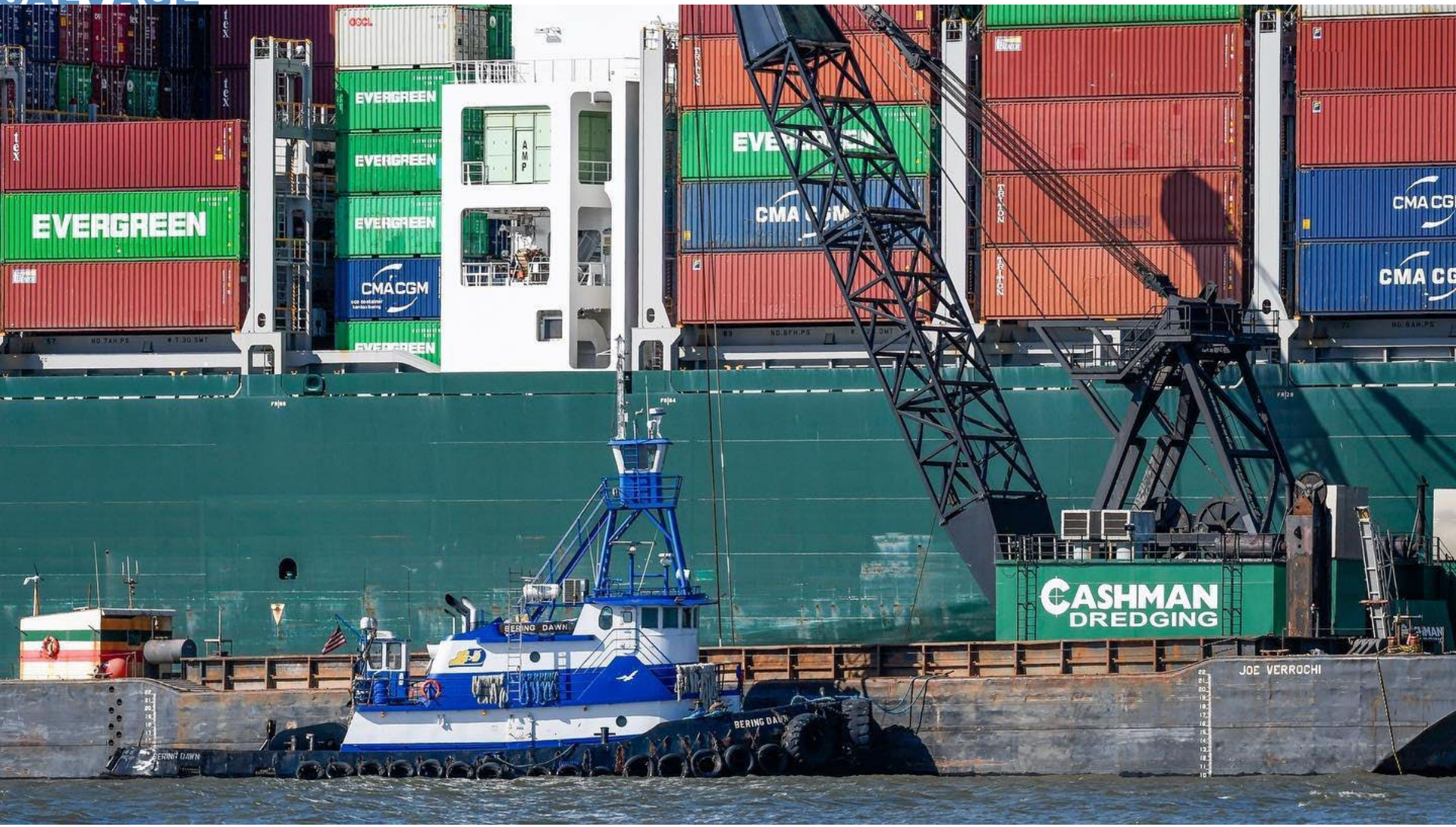
As a comparison:

Length: 1,102’
Beam: 160’

Estimated Ground Reaction:
20,000 tons

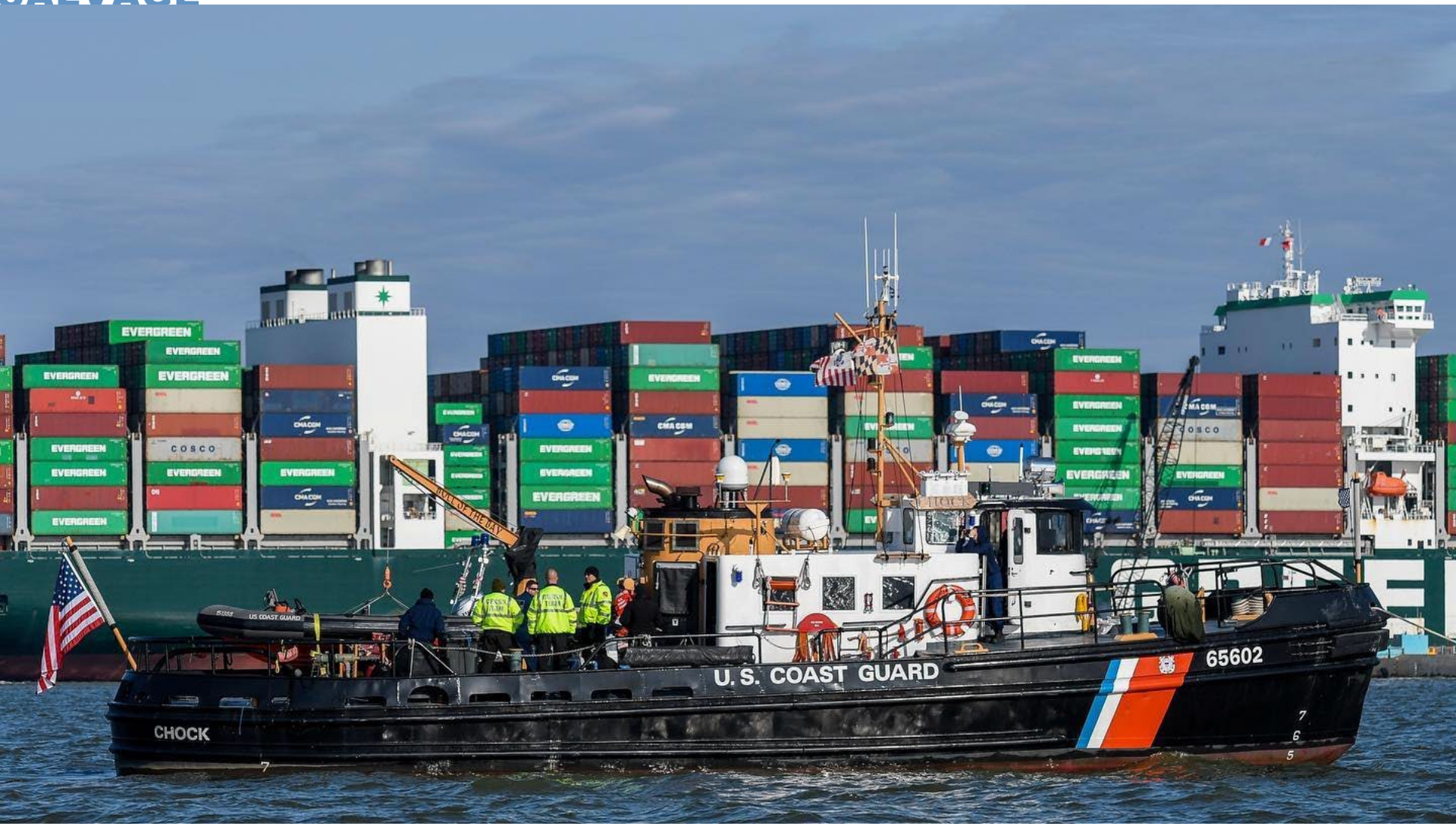
VERY HARD AGROUND!

While DONJON-SMIT provided the vast majority of equipment necessary to complete the work



Local subcontractors and support were immediately engaged.

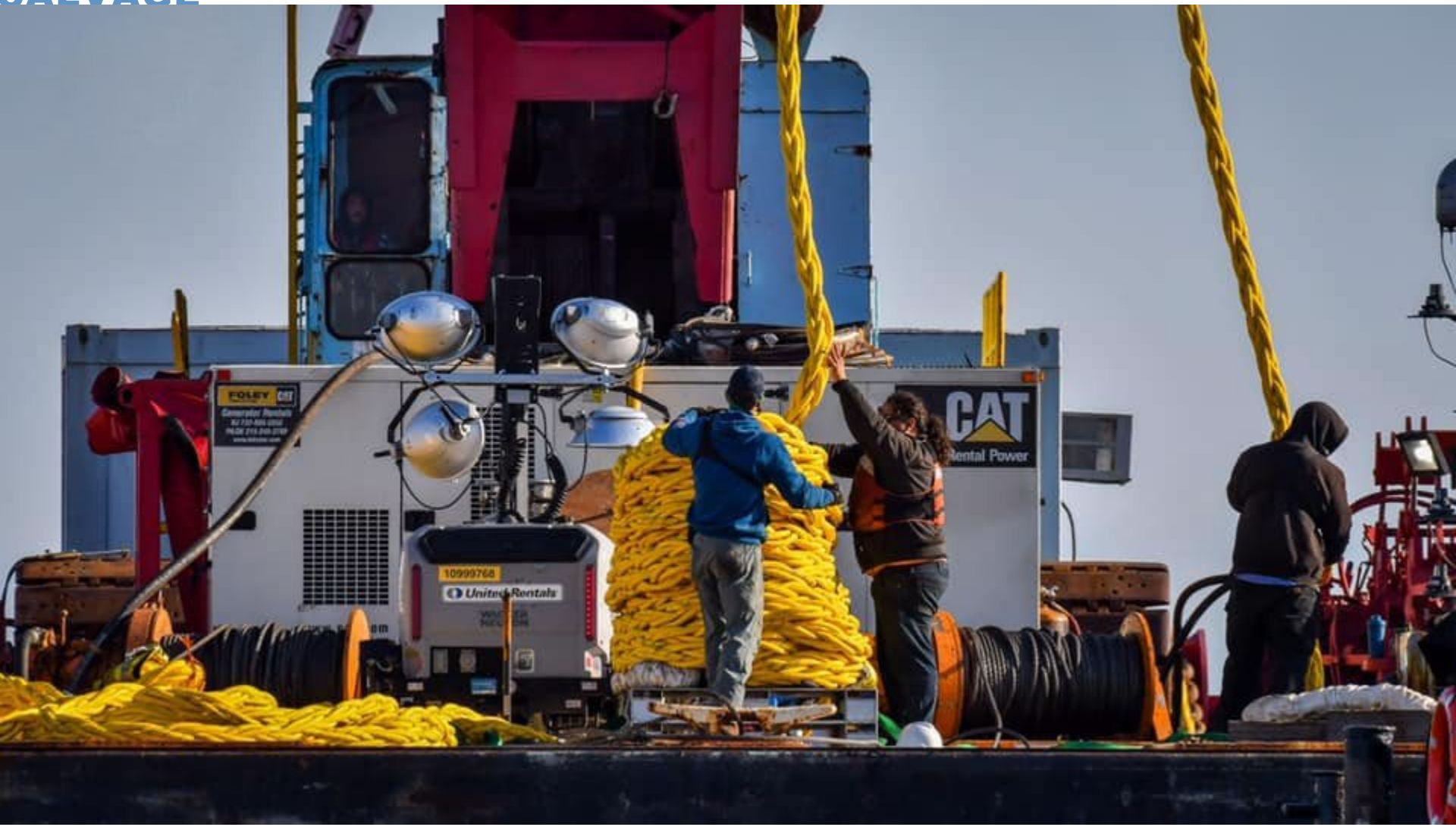
As is always the case in any salvage situation within American waters,



The U.S. Coast Guard was always a source of support in removal efforts.

While the vast majority of the work was performed by Heavy Marine Equipment, there was and is always a need for a competent and experienced workforce.

DONJON SMIT SALVAGE



Men At Work

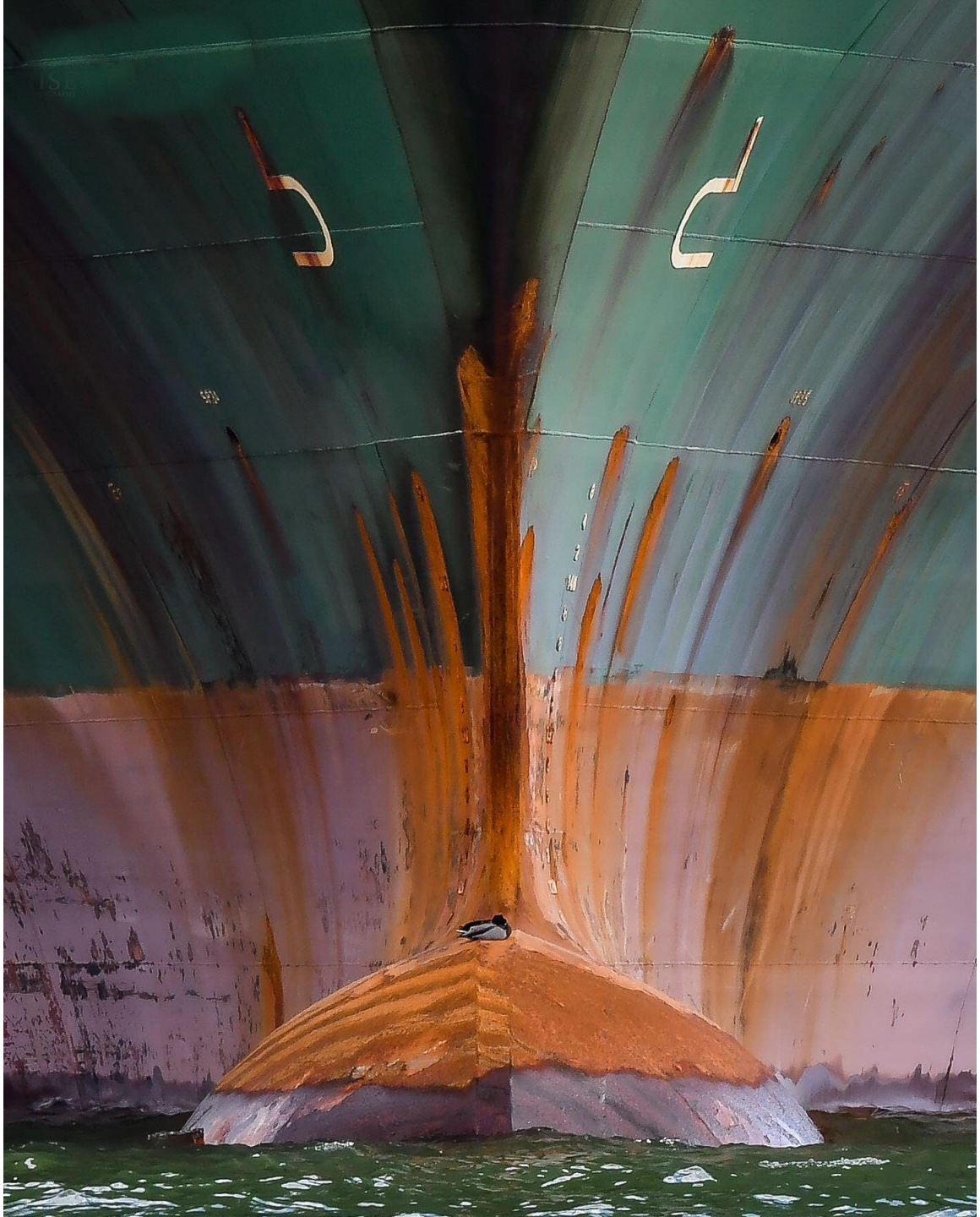
There has been a debate over the years how to unload a container vessel that was involved in a casualty.
Sometimes a traditional approach makes the most sense.
EVERGREEN

Ultimately, over 500 containers were unloaded and safely delivered ashore.

DONJON SMIT SALVAGE

Unloading with two (2) units does take coordination.

While all salvage efforts require an enormous effort,

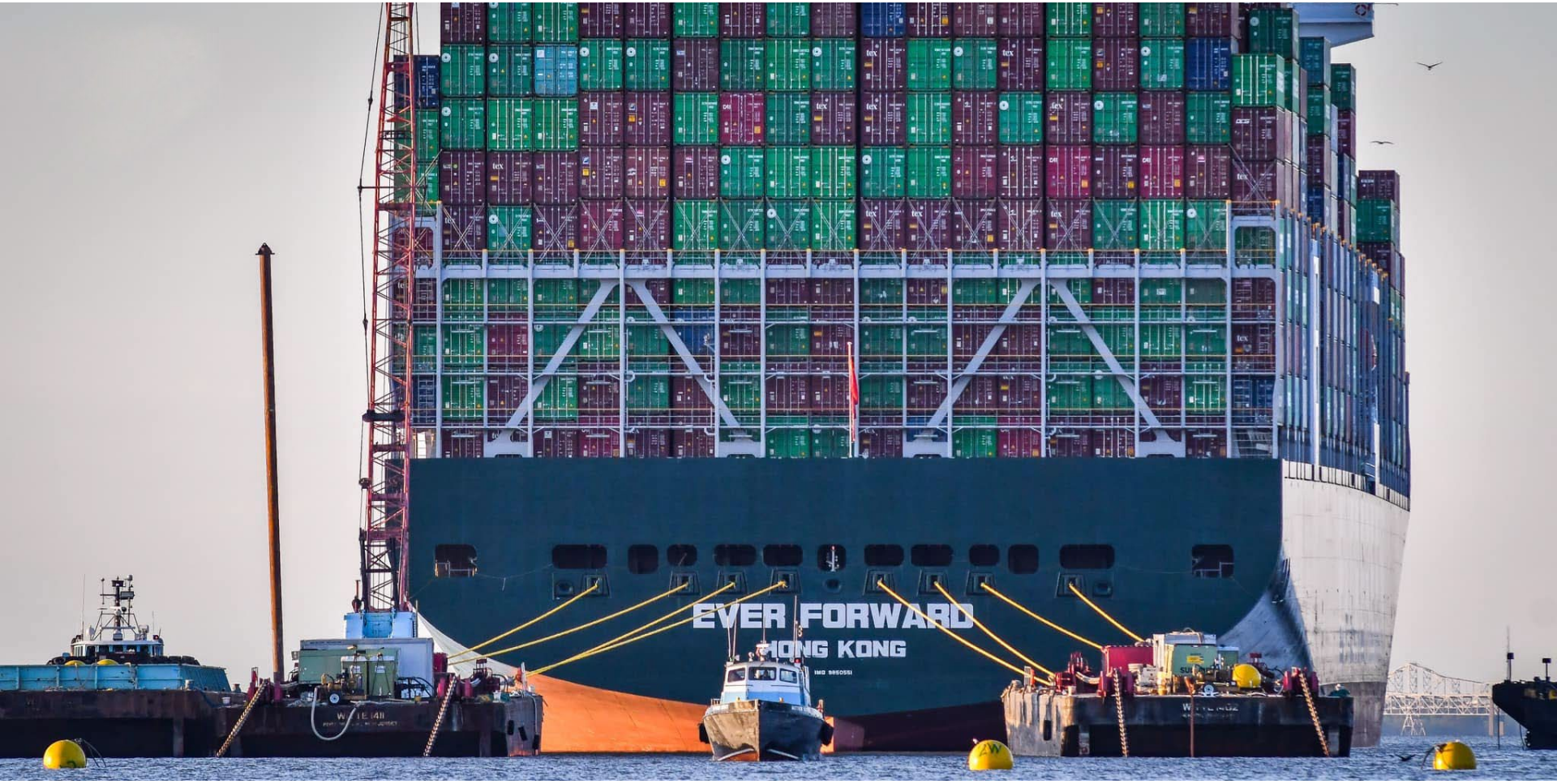


There are also times and appropriate places for a quick nap.

A relatively small but important part of this salvage was hydrographic survey.

Why?

In addition to dewatering, container removal, and tug power,



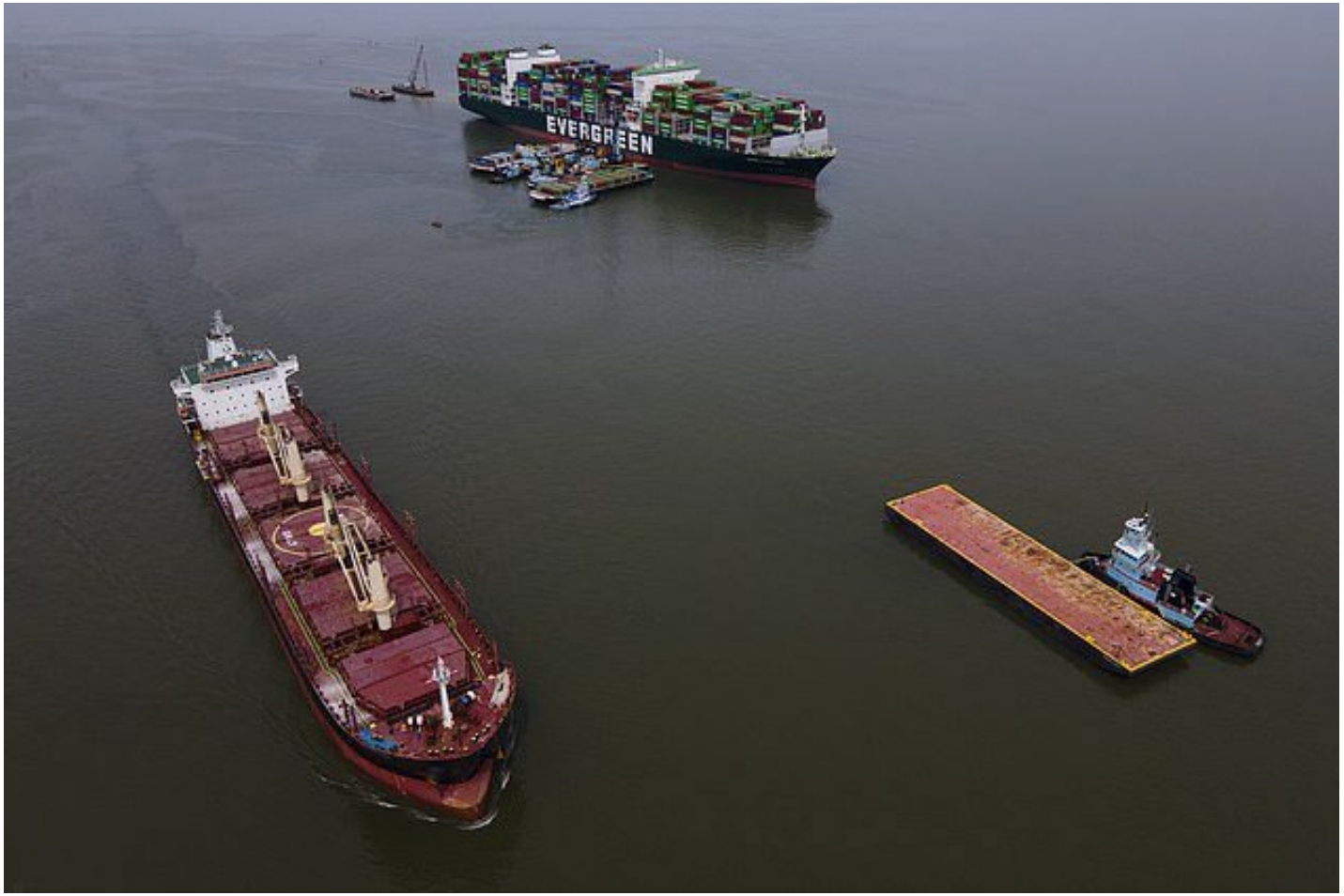
DONJON-SMIT also brought two (2) pull barges to the job, exerting over 1,200 tons of pull.

DONJON SMIT SALVAGE

Sometimes more of an angled pull is required to remove a vessel from ground.

The work continued 24 / 7 / 365

Traffic continued to pass by the work site throughout the operation.



All’s well that ends well.

Thank You!