Within two weeks of each other in late December 2010 and early January 2011, two large bulk carriers struck coral reefs in Indonesia, the first off South Sulawesi and the second off East Kalimantan, both in highly-sensitive areas of rich biodiversity. Emergency response and salvage operations were mounted by the ship owners and eventually both ships were re-floated from their grounding positions, with minimal ecological damage. The response by the Indonesian Government involved the Ministry of Sea Communications (SEACOM) and the Ministry of Marine Affairs & Fisheries (MoMAF) at the national level, and Regency government agencies at the local level. The shipowner responses included engagement of environmental experts to advise on ways to minimise ecological damage, and to conduct marine resource damage assessments at both sites. In undertaking these activities the shipowners and their contractors attempted to work cooperatively with the Indonesian Government. The response to such incidents requires application of a multi-disciplinary approach, including maritime law, salvage engineering, ship operations, marine science, environmental impact assessment, natural resource management and resource economics. It also requires close cooperation between all levels of government and between government, the shipowners, the salvage operators and other parties. It also requires respect for and application of both international maritime law and national law. Both of these case studies provide real-life examples of the practice of truly integrated marine resource management, including many lessons for how Indonesia and the shipping industry might better prevent and prepare for such incidents in future.