

New Flame's accommodation block removed

During August, Titan Salvage reached a milestone in the removal of the wreck of the bulk carrier **New Flame**, with the cutting and lifting of the vessel's 600 tonnes accommodation block.

SMIT's sheerlegs crane, Taklift 6, was mobilised from Brazil for this phase of the operation. With the removal of the accommodation block, the wreck is no longer visible above water.

The project team has so far recovered over 32,000 tonnes of the scrap metal cargo. The hull is being removed by cutting into sections, using Titan pullers.

New Flame sank whilst departing Gibraltar in August 2007. The wreck is located off Gibraltar's Europa Point.



Titan reported in August the removal of the 600 tonnes accommodation block from the wreck of the bulk carrier **New Flame**.



Spills of HFO and VHFO, such as from the **Tanio** (above), demonstrate that these oils are difficult, time-consuming and very costly to deal with.

NEW LOF WEBSITE

Visit the ISU's new LOF website and register as a user:

www.lof-at-isu.com



Mega LNG carriers: "no major increase in risks"

A US Department of Energy/Sandia Corp study suggests that the potential consequences of accidents involving new generation mega LNG carriers are only moderately greater than those for vessels of conventional size.

The Sandia report explored spill scenarios for vessels of up to 265,000 cu m. This encompassed spills arising from accidents and deliberate acts including terrorism. Although the new ships are up to 80 per cent larger than conventional ships, hazard distances are calculated to be only seven to eight per cent greater than those for conventional vessels.

July casualties for SVITZER salvage teams included the Greek panamax bulk carrier **Atlantic Eagle**, which struck a reef near Albany, Western Australia, on July 15. The vessel was refloated on August 23. The July salvage operations also included the refloating of the general cargo vessel **Rosethorn**, off Copenhagen, and the lightering and refloating of another general cargo vessel, the **Drawa** (above), off Aabenraa, also in Denmark.

Lisbon 09 date for ETA

The European Tugowners' Association (ETA) 46th Annual Meeting is to be held in Lisbon during May of next year. The meeting, scheduled for May 13-15, is to be hosted by the SVITZER Group. In addition, ETA's Secretariat has moved. The new location is: Boulevard de la Woluwelaan 60, B-1200 Brussels. Tel: +32 2 240 1520.

Call for review of UK ETV locations

Very heavy fuel oil (VHFO) movements in UK waters have doubled, from 26 million tonnes to 50 million tonnes, in the five years 1998-2003. Around 30 million tonnes of VHFO passes through the Dover Strait annually. A new study by the UK Maritime & Coastguard Agency (MCA) identifies a significant rise in oil movements from Russia and former Soviet Union states as the major contributor to this increase. In addition, total bunker movements through UK waters are estimated in this MCA Spill Risk Assessment at around 30 million tonnes in 2005, as against 23 million tonnes in 1998.

The study comments: "Increases in fuel oil shipping traffic from Russia have raised concerns about the UK capacity to respond to spills of VHFO. Counter-pollution resources in the UK focus on

large spills of crude oil and, in particular, on the use of dispersants, which can be very effective at reducing the sea surface volume of light and medium oil spills in UK waters. However, dispersants are not effective on viscous oils like VHFOs and the MCA only has limited stocks of heavy oil recovery equipment, such as booms and skimmers."

On the key issue of tug availability, the report adds: "ETVs are currently placed at the four 'corners' of the UK, with central areas on the eastern and western side covered by tugs and other vessels (e.g. through Liverpool or Aberdeen). However, as the speed of response is more critical in a VHFO spill, the MCA should review these locations."

LOF CENTENARY

Celebrating the Lloyd's Form centenary at Piraeus reception

The Yacht Club of Greece, one of Athens' most exclusive venues, provided an appropriate setting for the third reception in a series of events, organised by the International Salvage Union, to mark the centenary of the Lloyd's Open Form (LOF) salvage contract.

As in the case of earlier receptions, in Oslo and Singapore, the Athens event was an outstanding success. Over 100 guests were welcomed by ISU President Arnold Witte.

The reception was sponsored by TSAVLIRIS Salvage Group, SVITZER Salvage, Multiship Salvage and Gigilinis Salvage & Towage. In his speech of welcome, the ISU President emphasised the true significance of the LOF contract in a 21st Century world characterised by its zero tolerance of marine pollution.

Andreas Tsavlis, of TSAVLIRIS Salvage Group, also spoke of LOF's

importance. He welcomed the choice of Athens as a venue for the LOF Centenary reception and then introduced Ioannis Joannos, Secretary-General at the Greek Ministry of Mercantile Marine. Mr Joannos paid tribute to the effectiveness of the Lloyd's Form contract. He praised the international salvage community for its efforts in saving lives, recovering property, preventing pollution and protecting the environment.

Guests from all over the world attended this reception. They represented many sectors of the maritime community, including shipowners, insurance brokers, marine lawyers and average adjusters. They enjoyed good food, a programme of music provided by a string quartet and traditional Greek dancing.

Enjoying the moment: pictured at the Athens ISU reception (l/r) are: Andreas Tsavlis of TSAVLIRIS Salvage Group, Ioannis Joannos, Secretary-General at the Greek Ministry of Mercantile Marine, and ISU President Arnold Witte.



Titan Salvage successfully refloated the grounded ferry Arcangel in Cancun, Mexico, on July 1. The vessel – not in service at the time – was blown off its moorings last November. The salvage operation began in May and great care was exercised, as the vessel was very close to a reef inside a National Marine Park. Oil and waste water was discharged to a barge, the hull patched and ballast transferred prior to the refloating, achieved with the assistance of hydraulic pullers.



ASSOCIATES' NEWSROUND

■ New ISU Affiliate

We extend a warm welcome to the International Bunker Industry Association (IBIA), a new ISU affiliate. IBIA has also offered reciprocal membership to the ISU. The IBIA is headquartered in Southampton, UK.

■ HFW appointments

Holman Fenwick Willan recently announced the election of eight new Partners and a new Senior Admiralty Manager, Kaare Langeland (above). The latter post is a Partner-equivalent position. With a background in P&I and underwriting claims consultancy, Kaare joined HFW in 2005 as an Admiralty Claims Investigator, based at the firm's Hong Kong office. As Senior Admiralty Manager, Kaare Langeland is now located in London.



■ USCG to enforce non-tank rules

A United States Coast Guard notice was issued in June to warn US and

foreign-flag non-tank vessel owners and operators that enforcement of rules, requiring the submission of non-tank vessel response plans, was imminent. Enforcement began on August 22.

■ Stephen Cropper

It is with regret that *Salvage World* records the sudden, untimely death of Hill Dickinson Partner Stephen Cropper, who was just 60. Stephen (above) was a well-known maritime lawyer with long experience of casualties, salvage and Lloyd's Form. He was an active member of the Admiralty Solicitors' Group and the British Maritime Law Association.



■ Office in Singapore

The Shipowners' Club is to open an office in Singapore. The new base will provide a full underwriting and claims handling service for members in Singapore, Malaysia, Thailand and Indonesia. The new South East Asia

office will be headed by Senior Underwriter Steve Randall. The office should be fully operational by next April.

■ BIMCO piracy reporting

BIMCO has launched a new, web-based piracy reporting service. BIMCO's latest security information service is described as a "proactive effort to assist members deal with the ever-growing problem of piracy." BIMCO's aim is to provide, on one website, all port and risk information to help member CSOs, operations departments and Masters to plan voyages and changes in the light of the latest information on piracy.

■ Atlas in Australasia

Atlas Services Group has opened offices in Melbourne, on the eastern coast of Australia. Atlas Services Group Australia Pty Ltd, together with daughter company Marine Employment, will now provide crewing, HR and IR solutions for projects throughout the Pacific market.

MEMBERS' NEWSROUND

■ **Håkans acquires Triton**

With a steady increase in traffic levels in the Gulf of Finland, Alfons Håkans has responded by increasing the fleet. It has added the 55.5 tonnes bollard pull ASD tug Triton (ex Amber) (below). In addition, the company has taken delivery of the rigid inflatable pilot vessel Lucky Luke, the first in a series of five designed for high speed pilot transfer in the Baltic Sea region.

■ **Bisso's new DSV**

Houston-based Bisso Marine has added the DSV Joseph Bisso (above right) to its fleet. This DSV features a 22-tonne crane and twin-drum Manitowoc 390 winches providing a four-point station-keeping system.

The DSV will be deployed for salvage, pipeline works and offshore construction.

■ **Martin Skalweit Herter**

It is with regret that *Salvage World* reports the death of Martin Skalweit Herter, 92, Honorary Chairman of CPT Empresa Maritimas S.A. and a major contributor to the Group's development and growth.

■ **Foss hybrid tug**

Foss Maritime has won the US Environmental Protection Agency's Clean Air Technology Award for the development of its low emission "Green Dolphin" hybrid tug. Foss are the first maritime recipients of this award. The new tug (above right, pictured under construction) is due to commence operations in southern California later this year.

■ **Multraship's new tug**

Multraship has taken delivery of a new multipurpose ASD tug, Multratug 17 (below), from the Vega Shipyard in Bandirma, Turkey. The 70 tonnes bollard pull tug is Dutch registered. Multratug 17 was



Good progress on TOWCON/TOWHIRE revisions

A BIMCO Documentary Council Committee, now revising the standard international ocean towage contracts TOWCON and TOWHIRE, is making good progress. Five meetings have been held so far; proposed revisions to TOWCON are complete and work on TOWHIRE will start shortly.

ISU is represented on the BIMCO committee by ISU Secretary General Mike Lacey and Executive Committee member Joop Timmermans. The intention is to publish the new contracts in the Spring of 2009, after a period of consultation.

BIMCO contracts aim to be equitable to all users, balancing the interests of charterers, owners, brokers and insurers. Changes are unlikely to be substantial and the contracts will remain key for many salvage companies who also undertake commercial towage.

The proposed changes include a new 'Canal Transit and Restricted Waters' Clause to deal with any delays arising from the transit of a canal or a waterway such as the Bosphorus.

A new 'Ice Clause' to deal with proceeding to or through ice bound areas, delays and deviation to avoid ice.

The 'Salvage' Clause is to be amended, to require the tug owner/tug master to consult with the hirer on the need for salvage services for the tow where circumstances permit. They will still have authority to engage salvage services but, given modern communications, they should consult first.

A provision is to be added to deal with the replacement of towing equipment damaged or lost during service. The hirer will pay for gear and accessories lost, damaged or rendered unserviceable, unless this is due to the negligence of the tugowner.

The knock-for-knock liabilities clause, a most important part of the agreement, is to be modified to resolve the position regarding consequential losses, loss of profit, etc., a matter which has been the subject of a court action.

The Bunker Escalation Clause will be made a lot simpler.

A new 'War and other Risks' Clause will be included to deal with, amongst other

matters piracy, terrorism and other threats.

The International Code for Security of Ships and of Port Facilities, (ISPS Code), and the US Maritime Transportation Security Act, (MTSA), will be incorporated, reflecting the number of commercial tows out of the USA.

The 'Law and Jurisdiction' Clause will be replaced by BIMCO's standard dispute resolution clause, providing for Arbitration in London, or Arbitration in New York or Arbitration in another place, at the parties option.

There will be a 'Security for Claims' Clause which will make clear that the tug owner and the hirer have the right to arrest the other party's vessel in order to obtain security for claims in any country where the vessel is located at the time of arrest.

Finally there will be a standard BIMCO 'Notices' Clause dealing with any formal/legal notices that have to be given from one party to another.

New PR adviser for ISU

Tony Redding, ISU public relations adviser, is to step down at the end of 2008 after more than 20 years in the role. He and his consultancy, TRS, will focus more on media response training and support in a major casualty situation.

The ISU has chosen James Herbert to succeed Tony and continue his work from the outset of 2009.

James (right) is a former BBC journalist who now runs his own communications consultancy. He has wide experience of public relations, having previously been Head of Media Relations for energy giant Royal Dutch Shell and Director of Communications for an agency of the UK Department of Health.



James Herbert was responsible for media and crisis communications on behalf of Shell's substantial international shipping business. This led to real experience of many marine casualty situations. For example, James handled the communications when the Shell-chartered tanker *levoli Sun* sank off the Channel Islands with a chemical cargo.

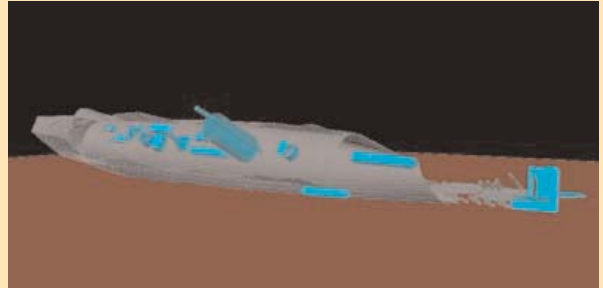
James has worked extensively with Tony Redding in the past. For example, Tony handled the media for the owners of *levoli Sun*. More recently, James assisted Tony's consultancy, TRS, in handling communications when the freight ferry *Riverdance* was driven onto a beach near Blackpool – one of the UK's most popular holiday resorts.

Commenting on his appointment, James said: "It's an honour to be chosen to take over from Tony. Salvage is a fascinating business and there are many issues where good communication makes a real difference."

Arnold Witte, President of the ISU, said: "We thank Tony for his immense contribution to the work of the ISU over many years. Tony will be a tough act to follow, but I am confident that James will provide excellent advice and PR services to the ISU."

Delicate operation to move submarine UB38

ISU salvors *Titan* and *Scaldis* joined forces for an unusual recent assignment in the Dover Strait. Under a contract from the UK's Trinity House, they relocated a World War I German submarine (shown right), sunk in 1918 in what is now the south west lane of the Dover Strait Traffic Separation Scheme. The wreck was close to the Varne Bank. Minimum clearance over the wreck was 23.5 m and this had to be increased to 26.5 m.



The submarine was kept horizontal during lifting operations, to avoid disturbing the six torpedoes and deck gun ammunition still on board, together

with the remains of the crew. The sheerlegs *Norma* raised the submarine, UB38, a few metres above the seabed and transported it to a new location around two miles away, in 40 m of water.

The submarine was built in 1916 in Hamburg, undertook 21 war patrols and sunk 46 Allied ships of nearly 47,000 tonnes. It struck a mine whilst attempting to escape the attentions of British destroyers.



TS AVLIRIS Salvage Group has added a further salvage tug to its fleet. The new acquisition is the *TS AVLIRIS Unity*, built by *Wartsila-Helsinki* in 1983 as the *Deimos*. The tug, with a bollard pull of 85 tonnes, is now operating in the Indian Ocean region.



In early July *Nippon Salvage* successfully refloated the barge *SHIN-35000*, laden with a 65 m tall, 2,500 tonnes gantry crane. The barge was under tow when the towline parted in rough seas off Miyazaki Prefecture at the beginning of June. The barge suffered heavy bottom damage but was refloated by air injection and towed into *Aburatsu Port*.



Titan Salvage began work in June to remove the stubborn remains of the *New Carissa*, in Coos Bay. Two jack-up barges, *Karlissa A* and *Karlissa B*, are working at the site. The vessel ran aground in February 1999. Earlier salvage attempts were dogged by difficulties. Due to the area's notoriously heavy swells, work platforms are essential for this operation.

INTERNATIONAL MONITOR

■ Club "Blue Cards"

All members of the International Group of P&I Clubs have begun the process of issuing "Blue Cards", required under the Bunker Spills Convention to enable State Parties to issue certificates (evidence of insurance).

Mammoet's team commence California removal

Work has commenced on a major wreck removal in the Malacca Strait. Mammoet Salvage won the contract to remove the wreck of the bulk carrier California. The wreck has posed a navigational hazard in the busy Strait since March 2006, when the California was lost in a collision.

Since then Mammoet has stationed a guard ship over the wreck, to alert passing vessels. A survey of the wreck (shown right) revealed that the 242 m California is lying in one piece, with her iron ore cargo still inside.

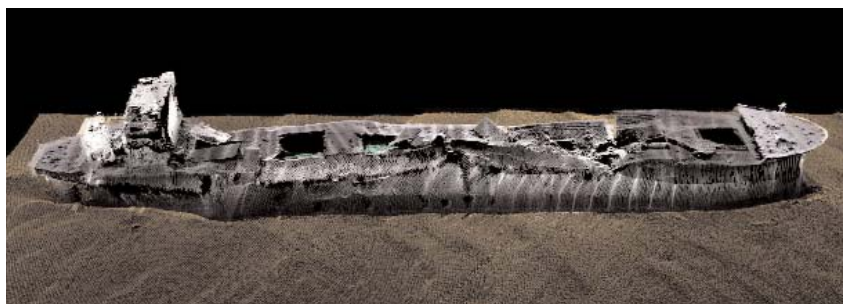
Mammoet Salvage, working alongside Mammoet Romstar and Mammoet Singapore, mobilised from its own yard at Batam, Indonesia. Preparations for the operations offshore began in

late June.

The wreck removal plan envisages three main phases of work, beginning with the removal of the accommodation block, together with the hatches and deck fittings. Subsequently, the iron ore cargo will be recovered by two cranes mounted on a work platform. The project team will

then chain-cut and remove the main body of the wreck.

During this operation, oil spill response equipment is held on standby as a precautionary measure. Cargo and scrap will be brought ashore at Malacca, using tugs and barges. During these activities, the guard ship will remain in place at the wreck site.



Donjon's heavy lift

Donjon Marine's heavy lift capability was put to the test on June 24, when the company's Chesapeake 1000 (see below) – the largest floating crane on the US East Coast – removed an obsolete rail bridge span. The 1,000 tonnes span of the Amtrak rail bridge across the Thames River in New London, Connecticut, was hoisted and loaded onto one of Donjon's new 1400 Class deck barges (Witte 1402), for transport to Port Newark for dismantling and disposal. The 89-year-old structure is being replaced by a new bridge span.



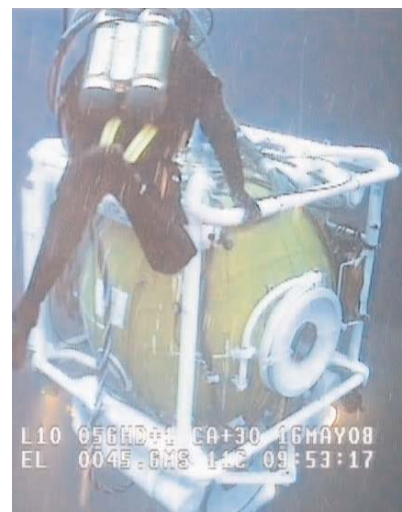
SMIT team clear residues from Haven

SMIT Salvage has completed the removal of all oil residues within the wreck of the Haven. This VLCC sank off the Italian coast in 1991, following an explosion and fire. The explosion was catastrophic and the huge vessel broke in two.

There was no oil remaining in the tanker's cargo tanks. However, there were concerns about the potential for persistent oil leakage and damage to shellfish beds and tourist beaches in the area. Under a contract awarded by the Italian Government, SMIT Salvage was charged with removing residues from over 90 spaces within the wreck, together with the engine room. All spaces involved have since been checked and certified oil-free.

SMIT's project team began work in mid-April and completed the assignment in early June. The project was undertaken by means of saturation diving, with the SMIT divers working at depths of up to 75 m. Equipment mobilised for the project included a barge with four-point moorings and a

support tug. The divers utilised SMIT's own portable saturation diving system, specially equipped for this project.



Cargo lightering was required to refloat the Zhong Xing (right), laden with soya beans and aground off Pulau Banka. POSH Semco refloated the vessel on June 5. The operation was carried out under LOF, with SCOPIC invoked.



Titan awarded Princess of the Stars contract

Titan Salvage secured the contract to remove the wreck of the ferry Princess of the Stars (below), following the accident in June which cost the lives of most of the 861 passengers and crew on board.

In addition, the International Maritime Organization (IMO) has assembled an expert team – including Salvage Master Paul Glerum (above) – to assist national authorities.



The wreck is thought to contain hundreds of bodies. There is also hazardous cargo, including one container of pesticide.



Salvage World

This publication is produced by the International Salvage Union. Members and Associates are invited to submit material for publication. All contributions should be forwarded to Tony Redding, ISU PR Adviser, on
Tel: +44 (0) 1304 813366
Fax: +44 (0) 1304 813365
Email: trspr@trspr.co.uk

LOF CENTENARY

SCOPIC and the delivery of seamless service

Charles Hume, The Shipowners' Protection Ltd

In LOF's centenary year, it is worthwhile reminding ourselves just why it remains by far the most popular salvage contract. There are two reasons: LOF's simplicity and flexibility.

Behind that simplicity, however, lies 100 years of practice, experience and case law covering virtually every possible casualty situation. Every type of casualty, no matter how unusual or daunting it seems at the time, will be found in the track record. Someone, somewhere has been there before.

The fire and explosion on board the container vessel YM Green (right) offers an excellent example of LOF's flexibility. This 5,551 TEU container vessel was laden with 3,198 boxes and had just departed Singapore on August 6 2006 when a serious fire was discovered in No. 4 hold. Salvage services were provided at Singapore by SMIT and Semco. The main operation spanned 10 days and involved a flotilla of salvage craft, cargo and accommodation barges.

The fire was eventually extinguished, sound cargo back-loaded and the vessel continued with the voyage.

What made this case unusual (but this is going to be less the case in an era of "super" container vessels) is the sheer number of parties involved: ship-owners, charterers, slot-charterers and over 6,000 separate cargo interests.



Despite this, salvage security was successfully obtained from all the cargo, without the vessel suffering significant delays. Although this case has yet to be finalised, it is hard to envisage any other contract which could have resolved the legal issues arising, namely salvage services involving two claimants and a multitude of different cargo interests.

In an era when LOF is often criticised for cost and delay, only sometimes with justification, it is worth highlighting that it is no small achievement on a case such as this for it to be brought to a conclusion in little under two years. All salvaged interests will "pay their share" and the shipowners and the hull underwriters will have funded less than 25% of the salvage award. This is food for thought for those hull underwriters who show an aversion to LOF, come what may. This is also a tribute to the professionals involved in making LOF tick.

Tugs from the Directorate General of Coastal Safety responded to two vessels in difficulty during June. They included the Liberian vessel Baffin (right), on a voyage from Yuzhny to Montreal. She became a casualty at Ahirkapi CS anchorage. A tug and fast rescue boat responded. Baffin self-refloated later that same day. Earlier in the month another vessel succeeded in a self-refloating attempt. The North Korean general cargo ship Marwa was on a voyage from Egypt to Romania when she ran aground off Kepez, in the Canankkale Strait. In this case, a tug and fast-rescue boat were dispatched to the vessel.



CONFERENCE DATES

- **ITS 2010**, May 17-21, Vancouver: the venue for this major event has been announced as the Westin Bayshore, Vancouver. Meanwhile, ABR's Tugology 09 event is nearer at hand. It is set for May 19-20 next year, in Amsterdam.
- **Lawmaking and implementation in international shipping - which law do we obey?**, 5 pm, October 1 (10th Cadwallader Memorial Lecture), London Shipping Law Centre. Venue: IMO, Albert Embankment, London. Tel: +44 (0) 20 7679 1512.