

## RENA puts boxship casualties in the spotlight

Salvage operations have once again been in the wider global news as the RENA remains in a fragile state offshore New Zealand despite the best endeavours of ISU member Svitzer Salvage to stabilise the vessel and remove its containers.

Intermittent bad weather has hampered operations on the stricken vessel which went aground in October on the Astrolabe Reef some 14 miles from Tauranga Harbour on New Zealand's North Island.

Reports suggested that more than three hundred tonnes of fuel oil initially leaked from the casualty leading to widespread environmental damage.

A number of containers also went into the sea with strong echoes of the case of the MSC NAPOLI of the south coast of the UK.

However, the remaining oil was successfully removed and the salvage team were praised by the mayor of Tauranga Harbour, Stuart Crosby.

He told the New Zealand Herald: "The salvors have done an amazing job under treacherous conditions to avoid an environmental disaster. I guess we've all gone through a series of emotions. There has been disbelief, frustration, anger and now relief - relief that the oil has been taken away by these great people."



*Schoolchild's interpretation of the RENA incident.*



Svitzer has engaged the Smit Borneo crane barge (see also story P4) to moor alongside and remove the containers, many of which are at awkward angles. At the same time, patching of the vessel has continued from within.

The RENA shows the great difficulty of discharging and handling containers following a casualty. There will inevitably be a considerable delay between the initial incident and salvors being able to start removing boxes.

And, like the MSC NAPOLI, the RENA is, by modern standards, a small container ship with a capacity of 3,300 boxes. With a mega containership of more than 12,000 boxes the crane needed to reach the top deck containers could need a jib height of over two hundred and fifty feet.

Furthermore, experts say that giant containerships could have more than US\$1 billion of cargo on board.

*Pictures copyright SVITZER Salvage BV*

# TSAVLIRIS in action with Lloyd's Open Forms

**TSAVLIRIS Salvage Group reports that it signed 16 Lloyd's Open Forms this year which included a variety of operations.**

A LOF 2011 contract was signed in the case of the bulker NAVIOS SAGITTARIUS, 75,756 dwt, which ran aground on the Tonneberg Banke, east of Frederikshavn, Denmark, while on passage from Finland to China laden with 73,419 tonnes of iron ore pellets.

Tsavliris dispatched the salvage tug STEVNS BATTLER (70 TBP) and the salvage tug STEVNS BREAKER (70 TBP). A lightening vessel and the crane barge SANNE A were also mobilized.

The casualty was successfully refloated following the lightening of about 3,000 tonnes of cargo, pressurization and pumping and with the tugs' assistance.

Underwater inspection, bottom repairs and reloading of cargo then took place. Over three months, temporary repairs were made on the casualty's bottom at a sheltered anchorage.

Some 25 HYDREX divers worked round the clock to complete the works, including fitting in place large prefabricated sections. The NAVIOS SAGITTARIUS resumed passage under her own power. It was a multi-million dollar operation, one of the biggest of the year.

## Island groundings

In November, Tsavliris signed a LOF to assist the fully cellular containership CAFER DEDE, 26,700 dwt, which ran aground on hard rocks south east of Syros Island while on passage from Turkey to Italy. Tsavliris dispatched its salvage tug MEGAS ALEXANDROS and diving support and anti-pollution tug ARMADORES I, to assist. Oil booms were deployed around the vessel as a precaution and an underwater inspection was carried out.

The crane barge IGNATIOS III, tug MICHALIS S and two lightening vessels and a bunker barge were also mobilised.

Following approval of the salvage plan by the authorities, temporary repairs were completed, fuel and pollutants were removed and containers transferred to other vessels. After the lightening operations, MEGAS ALEXANDROS connected to the stern of the casualty and successfully refloated her.

A second November LOF followed the grounding of general cargo ship FGM COMMANDER, 8,978 dwt, on a reef South-West of Hydra. The salvage tug ALEXANDER 3, anti-pollution vessel AEGIS 1 and Tsavliris' tug HERMES were mobilized and the cargo was transferred to a lightening vessel.



HERMES connected to the stern of the casualty and successfully refloated her. The casualty proceeded to a nearby anchorage for an underwater inspection and bunkers were transferred back to the casualty.

After completion of services to the CAFER DEDE, the MEGAS ALEXANDROS was released and dispatched to the FGM COMMANDER to relieve ALEXANDER 3 and with the tug IFAISTOS 2 acting as steering tug the casualty was towed to Eleusis and on to Elefsis port and redelivered to her owners on the 9th December.

## Further operations

- The PACIFIC EXPRESS was set alight by the pirates east of Mombasa. The crew was evacuated, bunkers transferred and she was towed to Mombasa (see above).
- Disabled LPG tanker, GAS ARCTIC, towed into Averio, Portugal.
- LPG Tanker, OPTIMUS, disabled off Santos, towed to Paranagua
- LPG Carrier DP PROTEUS, lost her propeller on passage to China, towed to Korea.
- TSAVLIRIS HELLAS assisted the cargo vessel BBC SPAIN 1,000 nautical miles southwest of the Azores after main engine breakdown. She was safely towed to Ponta Delgada. HELLAS also assisted the SUNFLOWER E.



*Left: The CAFER DEDE aground on rocks off Syros Island*

## New Executive Committee members

Ms Charo Coll of Boluda Salvage, Spain, a former President of the European Tugowners' Association and Mr John Witte of Donjon Marine, USA, a former President of the American Salvage Association have been elected to join the Executive Committee of the International Salvage Union.

## ISU pollutants salvaged survey

The ISU will again be conducting its annual survey of marine pollutants salvaged by its members who will be contacted early in 2012 requesting details of cargoes and bunkers salvaged during 2011. The Executive Committee is committed to producing this data and requests that members respond promptly and fully to the request for information.

## Lloyd's Open Form

The Lloyd's Salvage Group continues to consider the matter of guarantees required by Lloyd's and the Arbitrators for payment of their fees. Draft undertakings and counter guarantees have been produced and are being considered by

the Group with a conclusion expected early in the New Year.

## Law of Tug and Tow

The 3rd edition of the Law of Tug & Tow will be published this month.

Publishers Informa have agreed to provide a 20% discount to all orders sent in by ISU Members before 20 January 2012. In order to obtain the discount the order(s) should be emailed to justin.sythes@informa.com

In addition, Informa will provide a similar 20% discount for purchases of any editions of earlier publications in Lloyd's Shipping Library. Again, the order has to be placed through Justin Sythes at Informa.

## Photograph competition

The ISU is repeating its successful photograph competition. Full members are reminded that all pictures taken during a salvage operation and submitted for publication in Salvage World are eligible. The Q1 2012 edition of the newsletter will be the last opportunity

to enter pictures and the winner will be announced at the Associate Members Day with a prize of US \$300.

## Associate Members' Day 2012

The annual meeting for Associate and Affiliate members of the ISU will be held in central London on Wednesday 28 March 2012. As usual, a programme of relevant speakers and topics is being developed, more details to follow on the ISU website in the New Year.

## SCOPIC equipment review

The current SCOPIC equipment list is considered to contain a number of items that are infrequently used and, equally, omits important items. Furthermore, there are no guidelines for SCRs and Salvage Masters when there is a need for a "one-off" piece of equipment not covered by the schedule. Work is therefore underway to address these concerns and to produce an equipment list that is more "fit for purpose".

## UK's Prince William involved in marine casualty rescue

**The Russian Ambassador to the UK thanked the crew of the RAF Search and Rescue Flight, which included Prince William, for their attempts to rescue the crew the Russian MV SWANLAND which sank in the Irish Sea after being hit by a 15 metre wave.**

Two Russian sailors were airlifted to safety by an RAF Sea King helicopter, based at RAF Valley in Anglesey; a third man was pulled from the water, but was later pronounced dead. Further crew were missing.

Flight Lieutenant Wales, The Duke of Cambridge, whose marriage was a major event earlier in the year, was co-pilot of the rescue helicopter. The Russian Ambassador, Alexander Yakovenko, thanked Prince William and his colleagues in a letter, saying:

"All day long we were anxiously following the rescue operation searching for Russian seamen from the SWANLAND.

"We know that you took an active part in the rescue and the two seamen were saved thanks to your selfless effort under the bad weather conditions.

"Let me express to you and your colleagues my deepest gratitude for

saving the lives of the Russian citizens."

The Swanland sank ten miles west of the Lleyn peninsula in North Wales.

The RAF Search and Rescue team was called into action when the cargo ship issued a mayday call when its hull cracked.

The search operation also involved helicopters from the RAF base at Chivenor, 771 Naval Air Squadron and the Irish Coast Guard, three coast guard rescue teams, lifeboat crews from Pwlllehi, Porthdinllaen, Abersoch and Trearddur Bay and a fixed-wing aircraft from Ireland.



*RAF Sea King like that flown by Prince William*

## SMIT successfully removes bunkers from wreck offshore Korea

The Korean fuel oil tanker **KYUNG SHIN** sank in 1988 in 100 m of water in the Sea of Japan, close to the South Korean port of Pohang.

Given the depth of the wreck, it was decided not to remove the vessel. But there has been persistent heavy fuel oil (HFO) seepage from the wreck and the Korean Marine Environment Management Corporation (KOEM) carried out a risk analysis to assess the possibility of a larger release of oil from the wreck. As a result, KOEM contracted SMIT Salvage to inspect the wreck and the crane barge SMIT BORNEO and the tug SMIT ANGOLA were mobilised. The kit included a saturation diving system and other specialised equipment because of the depth of the wreck.

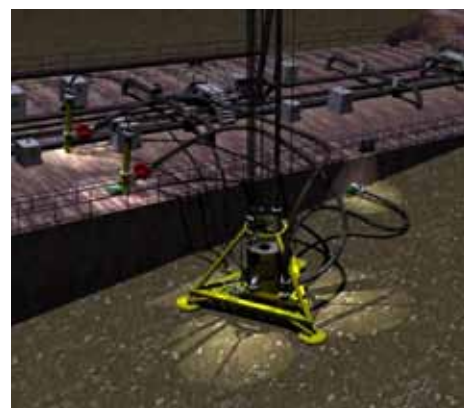
A detailed pollutant recovery plan was drawn up, accepted and SMIT Salvage was then awarded a contract to remove the oil during 2011.

SMIT BORNEO was fitted out with

equipment from SMIT's warehouse in Rotterdam, including a hot-tap system, boilers, heat-exchangers and special pumps and the SMIT Subsea SAT-3 saturation diving system was mobilised from Dubai.

SMIT described the operation as a "technical tour de force". One critical factor was producing the correct temperatures for optimum pumping of the various fuel oil grades. This was achieved by the use of warm water heating of the tanks: spiral heat exchangers were inserted into each tank via the hot-tap system. When oil reached the surface, it was passed through an oil-water separator. During the operation a total of 12 tanks were emptied recovering about 500 tonnes of oil.

The third quarter of the year also saw SMIT Salvage teams respond to emergencies in the Far East region and South Africa. One case was the large container vessel **AL RAWDAH** which ran aground in the Singapore Strait in Indonesian waters. The vessel hit a reef



*Artist's impression of the subsea system for the **KYUNG SHIN** (source: SMIT Salvage)*

and sustained severe damage to one of the holds, which partly flooded. SMIT Salvage was contracted under a Lloyd's Open Form. All bunker oil was removed and transferred to a tank barge in order to safely refloat the vessel. With the assistance of several tugs, the casualty was successfully refloated and re-delivered to her owners.



*Left: The **AL RAWDAH** aground in the Singapore Strait*

Elsewhere, SMIT responded in South Africa to the grounding of the 10,000 dwt tanker, **PHOENIX** which was in transit from Lagos to India for scrapping. She reported engine problems while rounding the Cape and grounded in storm conditions on a beach north of Durban.

A SMIT Salvage team refloated the vessel on a spring tide, making use of heavy swell conditions. Bunkers and other pollutants were first removed by pumping over the bow to road tankers onshore and the casualty was refloated and scuttled at a designated deepwater location. *All Images by SMIT*



*Below: Preparations for refloating the **PHOENIX***

## TITAN

Crowley Maritime Corp. - parent of ISU member TITAN SALVAGE - has announced the launch of the OCEAN WAVE, the first of four Ocean Class tugs under construction at Bollinger Shipyards in Amelia, Louisiana. The OCEAN WAVE and OCEAN WIND are classed as DP 1 and are twin-screw, steel-hulled with an overall length of 146 ft, beam of 46 ft, hull depth of 25 ft and design draft of 21 ft. These vessels will also have the capability to support salvage and rescue towing opportunities.

The second two tugs of the class, OCEAN SKY and OCEAN SUN, will be classed as DP2 and will be 10 feet longer.

The new tugs will be suited to work with Crowley's new 455-series heavy lift deck

barges and will be capable of rig moves, platform and FPSO tows, emergency response and firefighting.

The OCEAN WAVE is scheduled for delivery in early 2012. The remaining tugs are expected to be completed by the end of 2013.



## TSAVLIRIS

In September, TSAVLIRIS dispatched its salvage tug, TSAVLIRIS UNITY, from her salvage station at Sri Lanka, for the towage of the bulk carrier EAGLE, 52,000 dwt, and fully laden with bulk phosphate rock.

The EAGLE had been attacked by pirates last January while crossing the Gulf of Aden with its 24 Philippine crew. The vessel was released in August in a damaged condition after payment of a ransom.

The TSAVLIRIS UNITY, with an all-Russian crew and armed guards, had been "hardened" (see below) for the operation and complied with all Best Management Practices for Protection Against Somali Based Piracy.

On arrival at Hobyo anchorage on the Somali coast she delivered fresh water, marine gas oil and provisions to the EAGLE, before connecting and conducting a safe tow to Colombo.



## DONJON

Donjon Marine Co., Inc., announced that Paul Hankins, formerly President of Donjon-SMIT, LLC, has joined Donjon as Vice President of Operations in the Salvage & Engineering Division. Mr. Hankins' primary duties will involve Donjon's U.S. Navy Salvage Services Contract, as well as its US Coast Guard Basic Ordering Agreement (BOA).

"Donjon is pleased to welcome Paul to the Donjon team and we look forward to his expertise and management experience to help bolster our marine salvage activities," said John A Witte, Jr, Executive Vice President, Donjon Marine Co., Inc.

Mr. Hankins has more than 22 years' experience with the federal government and private industry, including a distinguished career in emergency response management with the both the US Navy Supervisor of Salvage and Alyeska Pipeline Service Company, having served in the US Navy.

It was also announced that Raymond Lord has been named President of Donjon-SMIT, LLC. Mr Lord (below), has more than 30 years' experience in the marine salvage industry, most recently serving as Vice President and Operations Manager for SMIT Americas in Houston.



### New Member

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## **Svitzer refloats containership at Algeciras**

The fully cellular container feeder vessel **DENE** developed a list to starboard while moored alongside the **APM Terminal** at Algeciras, Spain. The casualty eventually settled on the seabed on her starboard side, partially blocking the quayside.

Svitzer was engaged, initial salvage methods developed and resources mobilised. The Svitzer ocean towage tug **ROTTERDAM** was at anchor in Algeciras bay at the time and entered port to provide immediate assistance. At the same time, a skeleton salvage team was mobilised from the Netherlands. The initial assessment of the salvors on site suggested that a bigger team would be needed.

Following analysis of the initial salvage scenarios it was decided to combine parbuckling with regaining buoyancy. Two 600 tonne shore based cranes were assembled on the quayside while preparatory work began on the vessel.

The first stage was removal of loose



containers that had fallen to the seabed causing difficulties for the divers. Once cleared, the deck containers still connected to the ship underwater could be removed. Hold containers were next removed – a challenge due to the attitude of the vessel.

Pumping out of the engine room and number one hold provided enough buoyancy and, with the assistance of the cranes, the vessel was re-floated and re-delivered to her owners.

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## **Classic archive shot of ITC BOULDER seen preparing to connect to the B-PRUS which experienced engine trouble offshore Spain.**



## New associate members:

ISU welcomes the following new associate members:

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## ABR Company limited

With more than 100 exhibitors and the number of conference delegates expected to exceed 500, the 22nd ITS Convention is, according to its organisers, set to break all records.

The event, at the International Convention Centre on Barcelona's seafront, is from 28 May - 1 June 2012. It will be opened by Senor Sixte Cambra, Chairman of the Port of Barcelona.

Salvage is a key focus, with Simon Tatham advocating a 'back to basics' approach and Captain Nick Sloane asking if salvors are ready for a catastrophic emergency.

The UK's Captain Morgyn Davies will describe a salvage vessel for current and future needs and Andreas Tsavlis, President of the ISU, will be making his ITS speaking debut.

There will be papers from David Pockett, London Offshore Consultants, and Hugh Shaw, the UK SOSREP, as well as from Jim Shirley and representatives of the P&I Clubs. One 'cross-over' paper by Captain Mark Hoddinott will examine the use of OSVs in salvage and wreck removal operations.

The exhibition has space reserved by 18 tug and OSV builders, together with all the leading specialist design companies, including Robert Allan Limited, Guido

Perla, Jensen Maritime Consultants and Offshore Ship Designers. Equipment manufacturers such as MTU, Caterpillar, Rolls-Royce, Cummins, Niigata, Schottel, Fire Fighting Systems and Voith will be present.

To register: [https://www.tugandosv.com/ITS2012\\_Register.asp](https://www.tugandosv.com/ITS2012_Register.asp)

## InterManager

At the Intermanager Annual General Meeting, President, Alastair Evitt, told members that the fight against global piracy is a priority for his presidency and praised the way the shipping industry has united to fight it.

In particular he noted the "Save Our Seafarers" campaign and the work of the Maritime Piracy Humanitarian Response Programme - InterManager's campaign urging Flag States to allow ship owners and managers the "freedom to choose" whether they wish to deploy armed guards onboard during transits through piracy zones like the Indian Ocean.

## Shipowners' Club

The Shipowners' P&I Club has held its premiums at the previous year's levels and has reported an increase of 7.3% in earned premiums for the half-year ended August 2011.

The Club said it reflected organic growth particularly from the offshore sector. Entered tonnage increased by 6.5% to 19.45 million gross tonnes driven by new business.

The Club has also announced the appointment of David Heaseldon to the new post of Loss Prevention Director. He said there were two key aspects to the role.

The first, to enhance and continue the club's successful loss prevention initiatives and the second to continue and further enhance the cooperation between the three Shipowners' branches in London, Singapore and Vancouver in order to deliver the highest standards of loss prevention advice to members.

## The American Salvage Association

Tim Beaver, Chief Executive Officer of Global Diving & Salvage, Inc., has been elected President of the American Salvage Association. He succeeds

Mauricio Garrido. Paul Hankins of Donjon has been elected Vice President and Todd Schauer of Resolve Marine Group has been named Secretary/Treasurer.

Mr Beaver said: "This new leadership team will serve to energize the ASA's approach to the diverse fronts tackled by the ASA."

In addition, David DeVilbiss (Global Diving & Salvage, Inc.); Dan Schwall (Titan Salvage); and Bob Umbenstock (Resolve Marine Group) were elected to ASA's Executive Committee.

Paul Smith (The Glosthen Associates, Inc.) and Bob Urban (PCCI, Inc.) were elected co-chairs of the ASA Associate Membership Committee and serve on the Executive Committee in this capacity.

Mr Beaver said: "ASA owes great thanks to Mauricio Garrido, who led us as President since 2009. His guidance served our members and the industry well over his term in office.

"This year and beyond, ASA will remain focused on the OPA 90 salvage and marine firefighting regulations for tank vessels, pending regulations for non-tank vessels, responder immunity, Arctic response, the ongoing Quality Partnership with the U.S. Coast Guard, as well as continuing to strengthen our industry's commitment to the marine environment."

## DISA

Following international expansion and strategic re-orientation, DISA maritime has become DISA International and all activities will be conducted under that common brand and undertaken from Antwerp, Belgium; Rotterdam, The Netherlands and Singapore.

There is also a new division within DISA - Integrated Projects run by Edward Meevers Scholte and David Fieuw.

It will market the cross-over and combined expertise from the other two divisions - Civil Construction and Marine and Offshore - and focus on "greenfield" projects using in-house research and development into automated subsea tooling.

## Multraship busy on the Scheldt

Multraship has been busy in recent months with a number of successful salvage operations on the River Scheldt, one of the principal areas of operation for the Terneuzen-headquartered towage and salvage specialist.

Working closely with URS Salvage & Maritime Contracting, Multraship helped to refloat the super-boxship MSC LUCIANA (right) and the ro-ro carrier REPUBBLICA ARGENTINA, (right below) and the crude oil tanker ALFA ITALIA, among others. Pictures, Copyright Multraship/Sky Pictures



## Emergency towing procedures required for all ships

In 2008, SOLAS Regulation 11-1/3-4 and the requirements for emergency towing were amended to apply to all ships. The amendment requires all ships, including tankers, to be provided with an emergency towing procedure from 01 January 2012.

Ships must be provided with a ship-specific emergency towing procedure, which must be carried aboard the ship for use in emergency situations. It must be based on existing arrangements and equipment available on board the ship.

The procedure must include:

- Drawings of the fore and aft deck showing possible emergency towing arrangements;
- Inventory of equipment on board that can be used for emergency towing;
- Means and methods of communication; and
- Sample procedures to facilitate the preparation for and conducting of emergency towing operations.

The procedure does not need to be approved, but attending surveyors will check for compliance and ISM auditors may examine the procedures.

Readers should refer to the IMO MSC.1/Circular 1255 Guidelines for owners/operators on preparing emergency towing procedures.

Contact [marine@bimco.org](mailto:marine@bimco.org)



## Concern over huge bulkers

**One of the world's largest vessels, the VALE BEIJING, had to be towed out of a Brazilian port in early December after it was understood to have a crack in its hull.**

The 400,000 tonne dwt bulk carrier, which was almost fully laden with iron ore at Ponta da Madeira, is one of a brand new fleet of so-called Very Large Ore Carriers (VLOCs) in operation.

They are twice the size of a traditional Capesize bulk carrier and have been controversial because of their size which analysts say could lead to increased commercial influence on

the global iron ore market – which is dominated by the demand for supplies to China.

Chinese steel makers are understood also to have also expressed concerns about the integrity of the giant ships which are operated by South Korean firm STX for Brazilian mining giant Vale.

Shipping industry commentators have also questioned whether the bulkers are simply too big and have exceeded the size which the salvage industry would be capable of salvaging if necessary.

## Ocean Group joins firefighting operation in Quebec City

In November a serious fire completely ruined a warehouse located on the wharf of the Port of Quebec, in Quebec City, Canada.

The large size of the warehouse - some 100m by 300 m – and the risk posed by the fire meant 60 firefighters were called to the scene. On their arrival at the fire, parts of the roof were already collapsing and in order to protect the firefighters, the Quebec City firefighting service called on Ocean Group's tug boats.

The Ocean ROSS GAUDREAU, equipped with Fi-Fi 1 fire systems, arrived first and was joined minutes later by the Ocean BERTRAND JEANSONNE.

The 31 metre, ice strengthened, 5000



bhp ships' water cannons have a capacity of 2,400 cubic metres per hour - equivalent to ten fire trucks. The tugs drew water from the St Lawrence River and projected it to a distance of approximately 100 metres.

Warehouse doors facing the river were broken down to allow the tugs to douse the flames which were being fueled by wooden pallets. The powerful jets of water from the tugs were chiefly responsible for extinguishing the fire.

## SWIRE SALVAGE equipment recovery job

**SWIRE SALVAGE was awarded a contract to remove six units of heavy mining equipment including excavators, dump trucks and counterweights, from the Grogot River, East Kalimantan, Indonesia.**

A mooring failure of an LCT alongside a jetty 32 miles upstream caused its cargo to fall into water depths up to 20 metres approximately 50m from the river bank.

The heaviest unit weighed 110 tonnes and, as a crane with suitable specifications could not be sourced in Indonesia, a 600 tonne crawler crane

was sea-fastened onto a 250 foot flat-top, four-point mooring barge and mobilised from Singapore to the site.

Following an initial dive survey, the Swire Salvage response team arrived on site to conduct site inspections, safety and port authority meetings. The operation was coordinated by Salvage Manager, Ken Ellam, who supervised a salvage team including divers and local support staff.

The most significant challenges were faced by the divers. Visibility was often less than one metre and a "tactile"



approach had to be employed to identify the positioning of the lost equipment; mark it and then rig it in preparation for recovery. There were also strong currents and some oil seepage, which was combated with pollution control equipment.

To ensure maximum safety during the operation, specially designed lifting wires were used to recover the lost units. Once hauled onto the barge, the equipment was cleaned and treated with preservation oil.

The six units were returned to their owner in good time in line with contract requirements. SWIRE said the job represented a "one stop solution" provided by Swire Salvage in partnership with Jakarta-based PT Swire Altus Shipping.

The collaboration enabled sufficient "local content" to obtain the right permits in a timely manner from the Indonesian authorities.

## Salvage Conference

The annual Salvage and Wreck Conference and law seminar took place in London in December, attended by key players from the salvage industry and the marine professional services. The keynote speaker was new ISU President, Andreas Tsavlis (right).

He said environmental considerations had transformed the industry - environmental protection now being the most important concern in an operation. Salvage is a joint venture between all stakeholders, said Mr Tsavlis, and the spirit of cooperation should continue to protect the environment for generations to come.

He also noted how the authorities had



come to rely on salvors following natural disasters and paid tribute to the efforts of the Japanese salvage community following the March 2011 earthquake and Tsunami that devastated large parts of the north east of the country. The issue of massive container ship casualties was also high on the agenda.

## The Netherlands

Operations to remove scrap from British warships sunk off the Dutch coast during the First World War have been criticised by naval veterans associations.

The wrecks represent the war graves of some 1500 sailors from the Aboukir, Hogue and Cressy which went down in 1914. The Presidents of the Associations of European Naval Veterans, representing organisations from the Netherlands, France, Italy, Germany, Austria, Belgium and Britain said no such "desecration" would take place in graves on land. They added: "We urge that our sailors should be allowed to rest in peace."

## Malacca Straits

International shipping associations, including the International Chamber of Shipping (ICS), have conducted a survey of incident reports in the Malacca and Singapore Straits which it is anticipated will result in the development of agreed proposals to improve the management of traffic in the Straits.

More than 150 vessels transit the strategically important international waterway each day. The survey identified heavy shipping traffic, inappropriate speed and the loss of situational awareness as significant factors that need to be addressed.

ICS suggests that improvements could be made to the location of pilot boarding areas and the timing of pilot

departures. There is also concern about the understanding and use of navigation systems such as ECDIS, AIS and radar, both at sea and ashore.

Of the incidents examined, 68% resulted in collisions and all could have potentially caused harm or pollution incidents.

Separately, the ICS has produced a campaign brochure which reiterates the importance of maritime treaty ratification and which is intended to help national shipowner associations lobby their governments to support the global regulatory system that shipping requires.

"A global industry requires global rules." said ICS Secretary General, Peter Hinchliffe.

"The failure of new Conventions to enter into force or become widely ratified also gives encouragement to the promotion of unwelcome unilateral or regional regulation."

The brochure is available at [www.ics-shipping.org](http://www.ics-shipping.org)

## Russia

Initial reports said that at least four people were killed and dozens more missing after a drilling rig sank off Russia's Far East. The Kolskaya rig was under tow at the time 125 miles from Sakhalin island.

A number of people were rescued but it was feared that many more drowned when the rig overturned before they could escape to life rafts. Extreme cold

and bad weather hindered emergency response efforts.

## North Sea

Energy industry bosses have said that uncertainty over who will pay for the de-commissioning of North Sea installations is harming investment in this mature oil and gas setting.

Oil majors are unhappy that they cannot easily sell off their older fields as would-be buyers are discouraged by the potential liability for removing the structures.

The UK government's agreement to 75% tax relief on de-commissioning was capped earlier this year. Industry bosses said this was more harmful than the tougher tax regime implemented in the UK following the government's austerity budget.

## United Kingdom

British ships have been granted permission to use armed guards to protect them against piracy. The Department for Transport has published guidelines for shipowners who want to hire protection for vessels transiting pirate-infested waters.

Only security firms which have been previously vetted by the UK Home Office will be legally allowed to deploy armed guards on British flagged ships. The British merchant fleet is small in global terms but its maritime history means the UK government's endorsement of armed protection is seen as significant.

## ISU annual journalists' lunch

**The International Salvage Union held its annual lunch for marine journalists at London's RAC Club. The popular event was well-attended by members of the ISU executive committee and**

**journalists representing a mix of shipping titles.**

ISU President, Andreas Tsaviris, used the occasion to outline the issues of concern to the salvage industry. He said

he wanted to start a campaign of better engagement with key stakeholders to raise the profile of the industry. He also said he would press for the introduction of environmental salvage awards. He told guests that only salvors stand between a casualty and a catastrophe. He will address the Comité Maritime International on the topic in China next year. Salving mega-containerships and cruise ships; the unfair criminalisation of salvors and recruitment and retention in the industry are also important issues.

After the lunch, respected journalist, Michael Grey, raised a toast of thanks to the ISU.

*Attendees at the lunch: Left to right, James Baker (Lloyd's List); Andreas Tsaviris (ISU President); Michael Grey; Konstantin Tsolakis (Fairplay)*



## RESOLVE in major refloating operations

**RESOLVE deployed the AHTS RESOLVE PIONEER, the tug LANA ROSE and the RMG 400 heavy lift crane to undertake the refloating and scuttling of the ANGELN container vessel wreck off the coast of St Lucia.**

The 435 ft loaded container ship sank in 2010 at a depth of 110 feet in the shipping lane three miles outside Vieux Fort, St. Lucia. The wreck sank on its starboard side and spilled its load of deck containers next to the wreck.

The complex operation required clearing the debris surrounding the wreck including lifting clear the superstructure to enable the vessel to be parbuckled upside down.

Air fittings and air lines were established to all intact compartments to force air into the ship to effect the initial roll of the vessel to an "upside down" attitude. The hull was then systematically raised to the surface by further blowing of air into tanks and other compartments (see sequence, right).

Following refloating, the vessel was stabilized and then towed and scuttled in deeper water. Throughout the operation, RESOLVE monitored the wreck site for oil leakage and also removed and recovered containers containing oil.

The environmental conditions at the wreck site posed significant challenges for the salvage team. There were strong currents over three knots; ocean swells and tropical storms.

RESOLVE Salvage Master, Todd Schauer, said: "Raising a 4000-ton ship from 110 feet of water in difficult offshore conditions was an extraordinary challenge. It was a privilege to work with a world class salvage team that delivered success on this project."

After this operation the RESOLVE assets were redeployed to refloat the sunken dry dock, PERSEVERANCE, at San Juan,



## Mammoet's Mauretanian wreck removals make good progress

**Mammoet is making steady progress on its major wreck removal project in Nouadhibou Bay, Mauretania. All the required equipment is on scene and is being fully utilised.**

Each of the 74 wrecks will be recycled and turned into clean cut scrap. So far, 39 of the wrecks have been removed and Mammoet reports that it is on track with the remainder of the project which was set to run for 22 months. All of the environmental aspects of the project are being closely monitored by independent surveyors to ensure the integrity of Mammoet's ISO 14001 certification.

Nouadhibou Bay has an average water depth of 10 metres and is a busy area used by industrial shipping and fishing vessels. The shipwrecks, which range from 200 to 1,200 tons, create obstacles and hazards to shipping and traffic volumes had contracted greatly in recent years with an adverse economic and

social impact. The European Union has made euro 28.8 million available for removing the wrecks.

The wrecks also pose a hazard to the environment and their surroundings from physical and chemical contamination as they typically contain oil residues, insulation materials and asbestos.

On completion, the area will be returned to its original state allowing nature to develop fully and the accessibility of the port will also be greatly improved.



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