

Setting the Scene – Casualty Salvage

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Friday 28 September 2012

Theoretical Casualty & Overview of Article 13

The handout provided gives an appreciation of the incident being examined. Each speaker will explain the sector he/she is involved with.

Thistle	Chariot
Extensive damage to bow above waterline	Machinery flooded, she is disabled and listing slightly
No cargo tanks breached	Master sends out precautionary Mayday
	Passengers remain on board

Salvage Issues : CHARLOT

- Owners contact salvage with Company A on LOF Basis
 - Salvage team need to stabilise ship's flooded engine room
 - Adverse weather conditions forecast
 - Salvors consider overboard dewatering of oily water from engine room – potential of machinery damage
 - Needed : 10 x experts transferred by helicopter
 - Time frame : 36 hours
 - Salvors mobilise a tug to tow ship once all clear given by salvors
 - Weather : calm...passengers evacuated by craft chartered by Chariot
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- After 50 hours, from impact, Chariot towed to Port of Falmouth

Salvage Issues : THISTLE

- Owners spend precious time trying to secure day rate towage
- Ship unable to use engines – Classification society advise against their use in view of uncertain structural integrity
- SOSREP advised of situation: initially, CHARIOT is a priority
- When a tug arrives, THISTLE is 75 miles off-shore and exposed to Atlantic swell
- Towing connection parted due to deteriorating weather
- Continuation by salvage company only under Lloyd's Open Form
- SOSREP aware that a grounded ship and contents could cause pollution – salvors tow ship to Lyme Bay
- MCA send experts to assess situation

