



SALVAGE PLANNING & POR

BCSEA Project – Training on Places of Refuge (POR) 2019





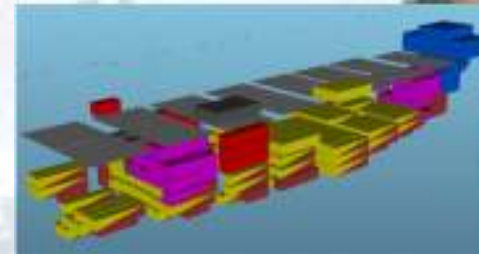
Black Sea and Caspian Sea TTX on Places of Refuge (PoR)

EMSA, Lisbon, 19-20 June, 2019



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June 2019
SALVAGE CONTEXT



Salvage Context

Salvage

May be a right under law as in common law areas. International Convention on Salvage 1989 provides the regime provides a regime that may be adopted. National Laws may enact and / or modify the context,

Encouragement of salvors to exist and to provide salvage services for benefit of particular Owner and for wider marine commerce.

Commercial providers, including members of the International Salvage Union (ISU) and others.
State providers including tug / Emergency Towing Vessels.





Salvage Context

Following an incident the Owner may choose to appoint a salvor. Terms of engagement will affect exact roles and responsibilities.

Assuming a contract is entered in to, there are two broad basis:

- Lloyd's Open Form (LOF) (Local variation e.g. TOF)
 - No Cure No Pay principle and Best Endeavors
 - Solve the problem as exists and as may change. Not limited to description or status at time of contract
 - Embodies Common Law and Salvage Convention 1989 criteria
 - Award at end based on fixed criteria.
 - Safety Net e.g. SCOPIC clause
- Commercial Basis e.g. BIMCO contract
 - Services (and limitations) and responsibilities as set in contract at outset.
 - Charges as set in contract





Salvage Context

Choice of salvor

- Pre-agreement
- Via brokers
- Offers from multiple parties and assessment

Appointed: Energize Salvage Company, Istanbul

Salvage Plan will be provided.

Iterative, updated as information and situation changes,

- May include assessment phase or initial team for immediate response
- Will include:
 - Status of Casualty
 - Environmental factors
 - Initial Plan including team, assets, ETA, actions (cont.)





Salvage Context

Salvage Plan (cont.).

- Areas of concern and consideration
- Future Planning (next 24 hours)

Items mobilized include:

- Personnel
- Equipment as determined by initial information and assessed needed (pro-active)
- Craft as determined : two tugs chosen on availability and suitability





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June 2019

PLACE OF REFUGE



Place of Refuge

Place of Refuge

- May be port or coastal area
- May be pre-defined and nominated by State
- May be assessed as open to determination at the time
- Not pre-determined

Requesting POR

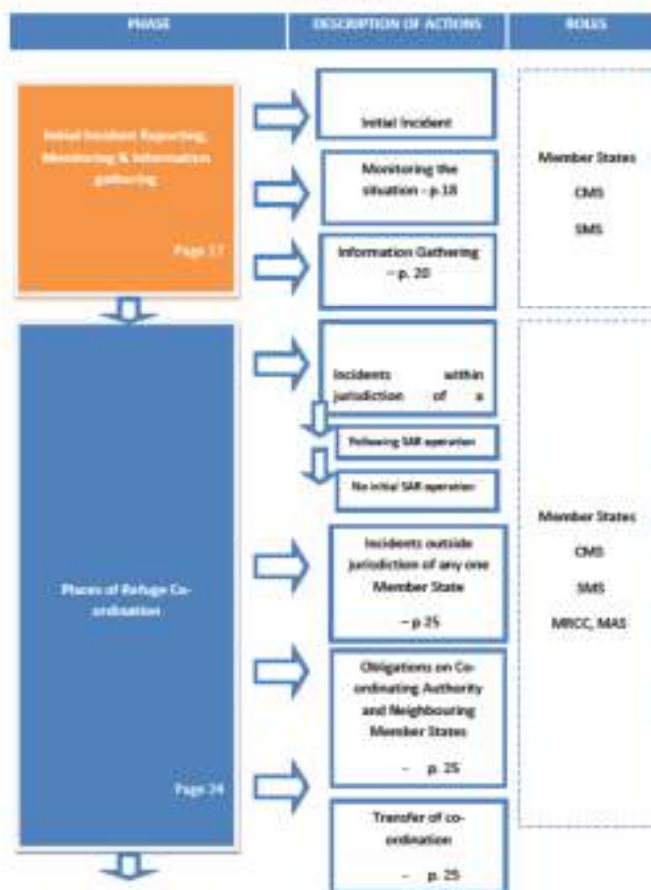
- Owner or perhaps salvor on behalf of Owner
- Who to? Single State preferred
- Format: EU Template
- Information: sources and information available at time: salvors onboard ?





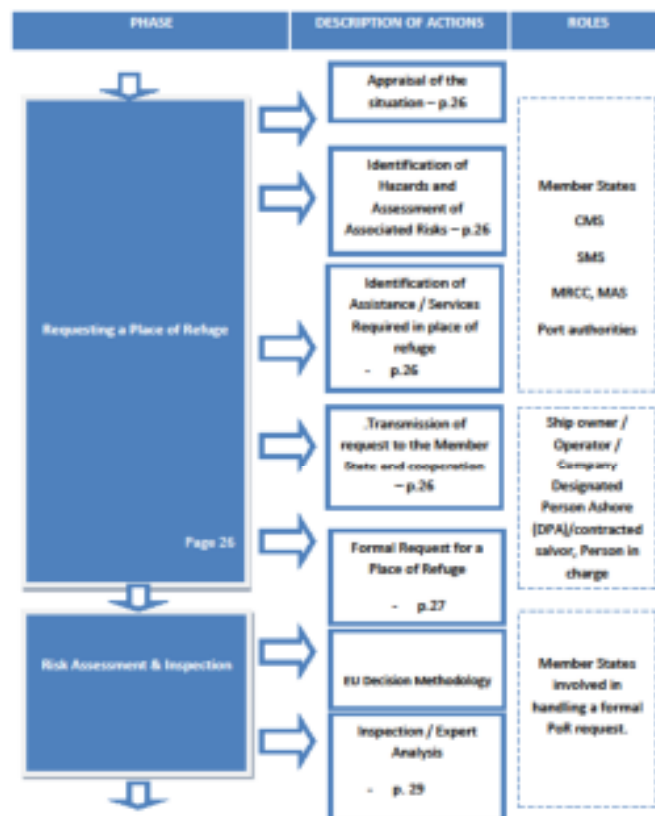
FOR GUIDELINES – FLOW CHART
(QUICK REFERENCE)

OPERATIONS



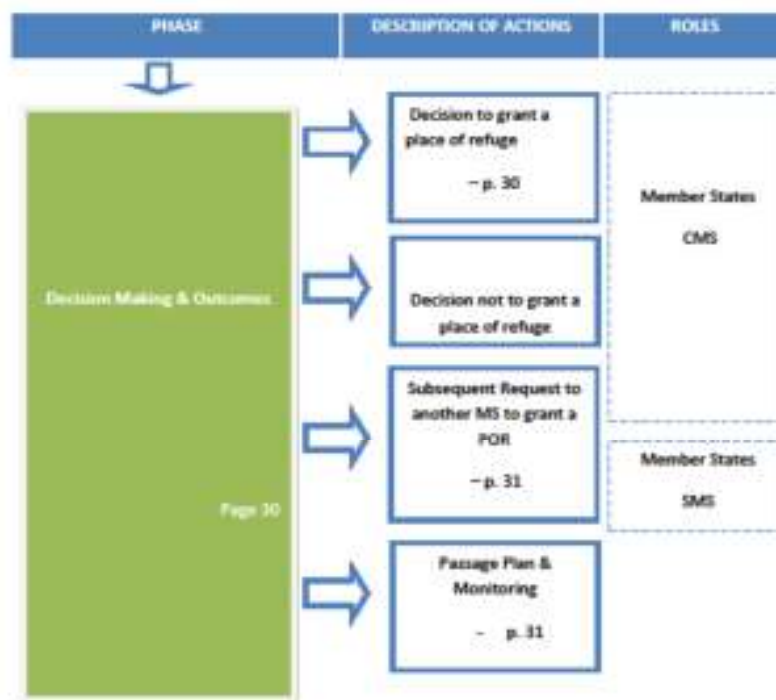


EU Operational Guidelines on Places of Refuge





EU Operational Guidelines on Places of Refuge





Place of Refuge

	Request for Place of Refuge
Date:	1 May 2019
From	Master: MED CARRIER Salvage Master: ENERGIZE SALVAGE PLC
To	MRCC Odessa
	For attention of: Competent Authority
Section 1	<p>Appraisal of the situation</p> <p>The vessel has been involved in a collision with container vessel OMEGA 3 in position 36° 16.5'N 014° 58.5'E, approximately 32' NE of Valetta Harbour, Malta. All crew are accounted for and safe. The vessel has suffered severe structural damage in way of No.6 port Cargo Oil Tank (COT), cofferdam and Engine Room (ER). Both cofferdam and ER are flooded to sea level and the vessel is without any propulsive or generating power i.e. she is 'dead ship'. The vessel is upright but has a marked trim by the stern. There is some pollution emanating from the cofferdam and ER although it is not known if this is ER or cargo oil. Etc</p>



PLACE OF REFUGE

Section 2	<p>Identification of Hazards and Assessment of Associated Risks</p> <p><u>If the ship remains in the same position</u></p> <p>The vessel will be exposed to the bad weather forecast for later today with a high risk of further deterioration of longitudinal strength and increased risk of pollution from cargo.</p> <p><u>If the ship continues on its voyage</u></p> <p>The vessel is unable to continue on its voyage because it has lost all power. Towage is an option but does not remove the risk of further deterioration of longitudinal strength and increased risk of pollution from cargo.</p> <p><u>If the ship reaches a place of refuge</u></p> <p>A place of refuge offers a safe place where the salvors can work to bring the vessel into a condition where she is no longer a polluting threat and can be towed to a repair port.</p> <p>The risk of further deterioration of longitudinal strength will be all but eliminated.</p> <p>The risk of further pollution will be all but eliminated and counter-pollution measures can be more easily, and safely, managed.</p> <p><u>If the ship is taken out to sea</u></p> <p>The risk of further deterioration of longitudinal strength will be high which could lead to the vessel breaking up with a catastrophic release of cargo. There will be a significant risk of the vessel sinking,</p>
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Salvage Context

Section 3	<p>Identification of the required actions</p> <p>Granting of a suitable Place of Refuge will allow the owners and salvors to safely carry out a ship-to-ship transfer of cargo and bunkers which will remove the threat of pollution. The owners and salvors will make temporary repairs which will allow the vessel to be safely towed to a repair port.</p> <p>Adequate towage and counter-pollution measures will be in place during the duration of the vessel's stay at a Place of Refuge.</p>
Section 4	<p>Supporting Documentation</p> <p>General Arrangement Drawing of MED CARRIER</p> <p>Capacity/Deadweight Plan of MED CARRIER</p> <p>Cargo Plan of MED CARRIER</p> <p>Latest weather forecast for the region</p> <p>Photographs of vessel following the collision</p> <p>Specifications of tugs engaged</p> <p>ENERGIZE SALVAGE brochure showing experience and capability</p>
Section 5	<p>Any Countries / Ports Contacted to Date</p> <p>None</p>



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IN CHALLENGING CIRCUMSTANCES

