

## ISU in full support of Lloyd's Open Form

The Executive Committee and members of the International Salvage Union (ISU) have re-stated their commitment to using and promoting the Lloyd's Open Form salvage (LOF) contract. It comes at a time when use of the contract is at historic low levels. The issue was discussed at the 62nd General Meeting of the International Salvage Union in Livorno, Italy.

Lloyd's Open Form has been in use for more than 100 years in various editions, the current version is LOF 2011. The contract contains simple, pro forma clauses enabling it to be quickly agreed in a casualty situation.

Speaking at the AGM, ISU President, John Witte said: "LOF has stood the test of time simply because it is the best contract to use in many emergency response situations. But the number of LOFs being agreed has come down in recent years and it is a concern. LOF has great benefits, it is simple and easy to understand.

"The great majority of LOF cases are settled amicably which we think is a clear demonstration of its fairness. And the salvor is only paid if the job is a success - in short, the salvor carries the financial risk of the job."

"We would like the shipping community and the marine insurers to have no doubt that LOF has the full support of the ISU. We know there is much commercial



*ISU Legal Advisor, Rob Wallis (right) and Communications Advisor, James Herbert (left) address AGM delegates.*

pressure in the salvage industry but other solutions are not always appropriate, or safe."

ISU has been working with Lloyd's to improve understanding of the benefits of the contract and will re-double its efforts particularly with marine property underwriters and shipowners.

The ISU AGM also saw members discuss other current issues, such as new processes for handling large project tenders, and heard from Italian Coastguard Admiral Nicola Carlone who described efforts to deal with the huge numbers of migrants crossing the Mediterranean Sea (see story below).

Members of the ISU also discussed the reputation of the salvage industry. Mr Witte said: "Membership of the ISU is a privilege and our members offer experience, capability and, importantly, their own resources to use when they provide services to casualties. At the outset of my Presidency of ISU I said publicly that there was concern about the reputation of our industry. ISU expects its members to behave ethically and in line with the ISU code of conduct and we will remain vigilant on this point."

"We also expect that other parties should be fair to the salvors and to recognise the importance of our industry. We should all be clear of the need to use the right contract for the right situation."

## Italian Coastguard in heroic efforts to save migrants

**The Italian Coastguard is at the front line of dealing with migrants attempting to cross the Mediterranean Sea to reach Europe mainly from North Africa. The perilous crossings - often arranged by unscrupulous operators - take place in all sorts of craft, most of which are unsuited to open water and are overcrowded. Countless migrants have been lost at sea including many women and children seeking a better life.**

At the recent ISU AGM in Italy delegates heard first hand about the issue from Admiral Nicola Carlone of the Italian

Coastguard.

A sophisticated alert and deployment system has been developed. In 2015 more than 8000 calls were received from distressed migrants at sea.

Admiral Carlone (pictured right) said that in the whole Mediterranean Sea 127,000 migrants have been rescued this year, 26,000 of them by Italy.

His teams rescued 6952 people on 29 August 2016 alone. Italy has rescued more survivors in the last two years than in the previous 23 years combined.



## Five Oceans Salvage refloats BENITA



**In June the bulker BENITA - dwt 44,100 - ran hard aground off the coast of Le Bouchon, Mauritius. Five Oceans Salvage (FOS) signed a LOF with the owners and immediately mobilized the tug IONIAN SEA FOS from her salvage station in Port Louis and a 15 strong salvage team from Greece. FOS also sent its tug CORAL SEA FOS from Dubai and over the following days 30 additional people including welders, riggers and divers joined the operation. It was the biggest ever team assembled by FOS.**

The vessel had sustained serious damage from the grounding. Most of the double bottom tanks and three of the five cargo holds and the engine room were breached and flooded.

The salvors' first objective was to maintain the vessel at her grounding position and prevent her from running further aground while removing the bunkers to minimize the environmental threat.

The vessel was sitting on a reef with waves up to 8 metres and approaching the vessel by sea was impossible. Transfer of personnel and equipment could only be done by air. FOS used the local police helicopters but their lifting capacity was only about 1000 kgs so all heavy equipment had to be broken down into small packages and all bunkers

and pollutants had to be removed and transferred ashore in part filled cubitanks.

Despite challenging conditions eventually both FOS tugs connected to the casualty with their Dyneema lines.

As the casualty was in ballast condition, the salvors decided to seal the cargo holds and voids in order to pressurize them to restore sufficient buoyancy to refloat the vessel. It is estimated that about 5.2 kilometers of welding were required to weld these spaces to airtightness.

Before refloating efforts could take place, strict antipollution measures were put in place. FOS removed the vessel's bunker fuel, lubricant oil and other pollutants – including 145 tons of fuel oil. A total of 235 cubitanks filled with fuel, lubes and contaminated water were removed from the vessel and landed ashore by helicopter.

FOS also engaged their JV partners Swire Emergency Response Services (SERS) that deployed an array of anti-pollution equipment and personnel to site to deal with any oil spill and cleanup requirements.

The initial SERS mobilisation included salvage support and OSR specialists from Singapore and Dubai, supported by experienced responders from around the world. OSR equipment including

pumps, skimmers and boom was brought by air from Dubai along with specialist ROV and Drone technology to assist in shoreline and underwater observation of the vessel. The ROV was also used in the flooded tanks and holds of the Benita to assess damage.

There was a relatively small spillage of HFO but the nature of the shoreline and logistical complexities called for innovative solutions, including the construction of a 10m x 10m platform and access way on the island Ilot Brocus.

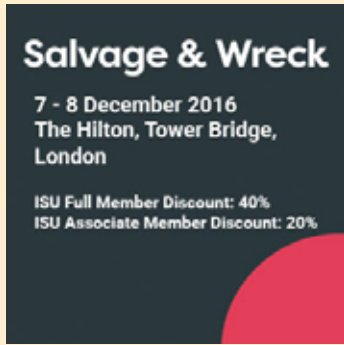
FOS said the oil spill response operation was greatly assisted by the use of the Drone which enabled shoreline monitoring and assessment to be performed quickly and with photographic and video evidence.

The vessel was successfully refloated on the 23 July after a five week operation. The casualty was to be towed to India but due to extensive bottom damage she sank in bad weather 94 nautical miles north west of Mauritius in water depth of 4400 metres.

The clean-up of the HFO spillage was a lengthy process that continued for weeks after the successful refloat. It was in part due to the rocky shoreline and the sensitive nature of the area so cleaning had to be done with no hot water, high pressure or chemicals.



## Salvage and Wreck Conference



ISU is supporting the 19th Annual Salvage & Wreck Conference, 7-9 December, at the Hilton Tower Bridge Hotel in London. The event includes a new three stream agenda on day one focusing on law and insurance, tug and towage and chemical and oil spill response. There are some 60 speakers including John Witte, President of the ISU, Dieter Berg, President of IUMI, Captain Joseph Loring from the US Coast Guard, Tony Paulson from West of England P&I and Peter Townsend from AmTrust Underwriting.

There are also new formats for this year's conference including what the organisers call "the Salvage Lab" which will feature practical demonstrations showcasing equipment and services available to the industry. There will also be the Salvage & Wreck Awards on day two which aim to recognise the contribution that the

maritime industry is making towards improving marine salvage.

ISU members are entitled to a special discount for this conference. Full Members are entitled to a 40% discount and Associate Members can claim a 25% discount. For more information please contact Stephanie Brown, Portfolio Manager of the Salvage & Wreck Series Email: [stephanie.brown@informa.com](mailto:stephanie.brown@informa.com)

### Conference round up

ISU was represented at the major Oil Spill India Conference in August at which there were some 350 delegates. ISU Salvage sub-Committee member, Amit Wahi of Mubarak Marine, gave a presentation on behalf of ISU exploring the "role of the marine salvor in countering pollution."

ISU President, John Witte, and general manager, Mark Hoddinott, both attended Salvage and Wreck Asia in Singapore in September. Mr Witte spoke about Lloyd's Open Form and Mr Hoddinott discussed the EU Operational Guidelines on places of refuge.

### AGM 2017

ISU members are invited to note that the 2017 ISU Annual General Meeting will be held in Singapore on 07 September 2017. Early notice is being given because the meeting is several weeks

earlier than its usual place in the annual cycle of events. This is to avoid a clash with the Singapore motor racing Grand Prix when the city will be extremely busy.

### Associate Members' Day 2017

The ISU's annual conference for its Associate Members will be held on Wednesday 22 March at the Merchant Taylors' Hall in the City of London (same venue as 2016). More details will be reported in the Q4 edition of Salvage World.

### Cappy Bisso

It is with regret and sadness that the ISU notes the passing of Cappy Bisso. Mr Bisso's company, Bisso Marine, was a long standing member of ISU and Cappy Bisso served on the ISU executive committee for a number of years. An obituary will be published in the next edition of Salvage World. ISU members in attendance at the recent Annual General Meeting in Livorno, stood and paid their respects to Mr Bisso (below).



## Donjon Salvage removes barge from Norfolk Naval Shipyard

**In August the pocket scow MUD CAT, which was being used on a pier rehabilitation project at the Norfolk Naval Shipyard, USA, sank at the face of the newly constructed pier 5. After several unsuccessful attempts at refloating by the owners, Donjon was contracted to mobilize a salvage team and its 1000 ton heavy lift crane, the CHESAPEAKE 1000 to the site.**

The job was urgent due to the logistical disruptions it presented to the shipyard. Donjon and the owners agreed to perform the work under the BIMCO WRECKHIRE 2010 contract.

The salvage team conducted an initial engineering assessment and survey dive which verified that the barge was hard aground on a clay bottom and sitting vertically on its side shell.

The proximity of the barge to the pier structure required a three-phase



recovery effort. First, CHESAPEAKE lifted the scow in its position sitting on its side. Care was taken to keep the scow from rolling into the pier structure which could have caused extensive damage. Once at the surface, CHESAPEAKE pivoted the scow away from the pier, where it would be safe to roll upright. Fortunately, when the scow was set back on the seabed it naturally settled back on its bottom so parbuckling became

unnecessary. After preparing the slings for a straight, level lift, the 600-ton scow was lifted to the surface and dewatered.

More water was removed from tanks and voids, the scow was lifted clear of the water, a transfer deck barge was positioned under it and the scow was successfully placed on the barge. It was then moved to a local repair yard for refurbishment.

## Atlantic Towing and Marine



Sean Harrington of Atlantic Towing and Marine (above) was given the "Future Achiever" award at the Irish Marine Industry Awards 2016. Mr Harrington also gave a presentation about his business at the recent AGM in Italy. He described his growing fleet and some of the firm's recent salvage operations.

## Global Diving & Salvage

Global Diving & Salvage, Inc. has been given US oil refining and marketing company Tesoro's 2016 Shared Value award. This award recognizes Tesoro's service providers for significant improvements in working with and creating value for Tesoro and its key stakeholders.

Global says it was recognized for its preventative booming operations at the Anacortes, Washington, refinery over the last nine years. Gary Mattson, Tesoro Superintendent, said: "Global has provided safe, reliable service since the implementation of the pre-booming requirements. However, their true value is found in the ways in which they evaluate the issues Tesoro struggles with and the ways they contribute."

## Koole Mammoet Salvage

KOOLE Mammoet Salvage and DUC Marine Group have concluded an agreement under which DUC will be responsible for all diving activities and diving equipment maintenance in all of Koole Mammoet's future salvage and wreck removal operations

KOOLE says its "state-of-the-art" salvage equipment is active around the globe and that together with DUC's new-built DP-2 MPSV SOLUTION, which came into service in June this year, the agreement will enhance services in the salvage sector.

Paul Koole, owner of KOOLE Mammoet

Salvage, said: "Diving is not our expertise and it requires highly specialised skills to maintain our diving equipment in optimal condition. We are pleased with the cooperation with DUC."

## Ardent

Ardent Oceania is a Lloyd's Register Approved Training Provider delivering certified emergency towage training, salvage services and expertise in Australia, New Zealand and the Pacific Islands region. Its emergency towage coverage extends to most regions around Australia for the Australian Maritime Safety Authority. Ardent Oceania has also started providing emergency preparedness services to the Pilbara Port Authority. Ardent has also recently undertaken three conventional salvage projects - a wreck removal and two emergency response cases.



*Ardent Senior Salvage Officer, David Skola (centre), splicing a connection link into a 52mm emergency tow line during a training session.*

## Five Oceans Salvage

Five Oceans Salvage undertook two LOF salvages earlier in the year. The MILTIADIS M II - 262,293 dwt - was immobilised off Puerto Rico in March. The vessel was en-route from Venezuela to the Bahamas laden with fuel oil. The owners signed a LOF with Five Oceans Salvage who dispatched the tug UOS ENTERPRISE from Trinidad to assist. The tug escorted the casualty to Freeport, Bahamas where she was redelivered to her owners.

In a second LOF case, the vessel TIVOLI - 28,600 dwt and laden with some 5,700 logs - was bound from Papua New Guinea to Vietnam but ran aground off the Philippines. Five Oceans Salvage sent a salvage team from Greece and the tug TRABAJADOR I from Subic Bay to assist with the refloating operation. Following the refloating the vessel was towed to Vietnam where the salvors made arrangements for the cargo to be discharged and she was later safely

redelivered to her owners.

After the successful operation to refloat the BENITA off Le Bouchon, Mauritius, (see story page 2) Five Oceans Salvage undertook the removal of the wrecks KT SEROJA, RUANF LAP and HOI SIONG from the port of Port Louis. The refloating operations lasted three weeks.

## Neri new tugs



*One of Neri's current fleet welcoming ISU AGM delegates to Livorno*

Fratelli Neri, sponsors of the recent ISU AGM, has ordered three new vessels from Damen: an ASD Tug 2913, a Stan Tug 1606 and a Stan Launch 1305. The launch is for Neri's subsidiary, Labromare which is 50% owned by Tipmare S.p.A. The craft will operate around the busy port of Livorno, northern Italy and location for the recent ISU AGM hosted by Fratelli Neri. Delivery is slated for November 2016.

The ASD 2913 has an 80 tonne bollard pull, FiFi1, oil recovery capability and an aft bridge. The three vessels are being purchased from stock. Damen said its policy of building for stock enables customers to acquire vessels much quicker than building to order.

## Boluda tugs seen with a tall ship





## Tsavliris busy with bulkers, a cruise ship and a yacht

In July the Salvage Tug TSAVLIRIS HELLAS (BHP 9,600 and 121 TBP) was dispatched from her permanent salvage station at Ponta Delgada, Azores Islands, to assist the cruise ship BLACK WATCH - grt 28,613 and with 696 passengers and a crew of 365 on board.

The vessel was immobilised due to a generator fire about 250 miles south east of Ponta Delgada. The TSAVLIRIS HELLAS escorted the vessel towards her destination of Madeira.

Tsavliris also conducted two salvage operations on the Parana River, Argentina. The first, in June, saw the tugs ARGENTINO 1 (3400 BHP and 42 TBP) and TUMBADOR (3,380 BHP and 45 TBP) sent from Rosario to the assistance of the bulker GEORGIA T disabled on the river at km 268. The tugs safely brought the bulker to Zona Comun anchorage.

In the second operation, in August, the tug ONA DON LORENZO (4,500 BHP and 62 TBP) was mobilised together with Tsavliris' Salvage Master from Rosario to assist the bulk carrier ARCTURUS – dwt 78397 and laden with 44,000 tones of soya beans – and grounded at km 150 on the Parana Bravo river.



The vessel was successfully refloated and proceeded to anchorage for class and Coast Guard inspections before the salvage master disembarked and the tug was demobilized.

Elsewhere, in August, Tsavliris used the AHT FAIRMOUNT SHERPA (16,320 BHP - 215 TBP) to assist another bulker the SILVERSTAR - dwt 31,762 and in ballast (above) - when she was immobilised due to mechanical failure in the Malacca Straits, 180 miles north-west of Port Kelang, Malaysia, whilst on passage from Bangladesh to Singapore.

The vessel was drifting towards shallows and a salvage team boarded the casualty by rescue boat to assist her crew with the towage connection. With help from further tugs and pilots the casualty was brought to Paxocean Shipyard, delivered to her owners and the salvage services were terminated.

In the Mediterranean, the Tsavliris tug HERMES I (1,500 BHP – 20 TBP) assisted the Motor Yacht EMOTION which was disabled due to engine problems about 70 miles west of Cephalonia island. The yacht was safely towed to Patras.

## SMITS's Hebridean rig-refloat operation



Smit successfully refloated the drilling rig TRANSOCEAN WINNER which had grounded in August on the coast of the Isle of Lewis in the Outer Hebrides, UK. The rig had broken free from its tow en-route from Norway to Malta and been driven aground.

Smit undertook counter pollution activities and removed potential pollutants. The area is highly sensitive environmentally and socially with communities still based on ancient, traditional Scottish "crofting rights".

The SMIT operation was led by Salvage Master Sylvia Tervoort, and was subject to weather interruptions.

After re-floating the rig was lifted onto the semi-sub heavy lift transport, HAWK (seen left submerged) ready for movement to Turkey for scrapping.

*Picture courtesy UK MCA*

ISU welcomes the following new Associate Members:

### **Shandong Nanai Airbag Engineering Co., Ltd**

Donghao Industry Park, Mingshui Economic Development Zone, Zhangqiu, Shandong, 250200, China

+86 531 58775198  
rita@airbag.cc  
www.airbag.cc

### **WITTICH BROS. MARINE, INC.**

25A Abe Voorhees Drive, Manasquan, New Jersey 08736, USA

+1 732 722 8656  
george@wittichbrosmarine.com  
www.wittichbrosmarine.com

### **Intermanager President**

InterManager has appointed Bjørn Jebesen as its President, succeeding Gerardo Borromeo who steps down after four years at the helm.

Mr Jebesen said: "I am a strong believer in the overall objective of InterManager, which is to improve the image of shipping, the position of ship managers and to support the careers of seafarers. I am looking forward to encouraging a cohesive dialogue between ship managers, owners and other stakeholders to build a sustainable future for our industry."

Mr Jebesen is Chief Executive Officer of Jepsens, one of the oldest family-run shipping companies, with over 220 onshore personnel and over 8,000 seafarers in its pool serving the global shipping industry.

Mr Borromeo will continue as a Vice Chairman of the International Chamber of Shipping, as a member of the Executive Board of the World Maritime University and as Vice-Chairman and Chief Executive Officer of Philippine Transmarine Carriers, Inc.

### **Hill Dickinson**

Hill Dickinson has added new partner Caroline Thomas to its Hong Kong practice.

Caroline Thomas specialises in insurance, shipping and competition law with a focus on dispute resolution and regulation. She is also experienced in general corporate and regulatory matters including contract drafting, joint ventures, sanctions and data protection.

Ms Thomas is admitted as a solicitor in England and Wales and Hong Kong, and has worked in the region for the past eight years. She spent five years at Holman Fenwick Willan and prior to this, four years at Clyde and Co.

Her appointment follows the arrival of litigation partner Bryan O'Hare last year from Hogan Lovells.

### **Tatham Macinnes**

James Hickland (right) has joined Tatham Macinnes from Ince and Co where he spent 10 years developing a commercial litigation and arbitration practice in high value shipping contract disputes, international trade, insurance and aviation matters.

Simon Tatham, senior partner, said: "We are very pleased that James has joined the firm. His heavyweight shipping and trade experience significantly bolsters our core offering as full service maritime solicitors. He is a rising star. We are fortunate to continue to attract the very best talent."

Tatham Macinnes said that James Hickland was known for his ability to bring complex cases to successful conclusion and made partner at Ince and Co at the earliest possible stage. They said he is the "first port of call for a number of shipping, trading and insurance companies."



Mr Hickland said: "I am delighted to have joined Tatham Macinnes. The firm is at an exciting stage and growing quickly. I look forward to making a big contribution in the coming years."

### **Solis Marine Consultants**

Solis Marine Consultants has been selected to undertake the vessel and site survey of the 1906 built Hull trawler VIOLA lying at the abandoned whaling station of Grytviken in the South Atlantic island of South Georgia (below).

The VIOLA Trust was formed by Paul Escreet, chairman of Hull-based SMS Towage to try to return this historical vessel to her home port after more than a 100 year absence. The trawler was requisitioned by the British Admiralty during WWI and later became a

sealing and whale catcher as well as being involved in a number of Antarctic expeditions.

Solis is sending John Simpson and Rosalind Spink to spend five days on site with the help of the UK's Royal Navy and the Government of South Georgia.

The results will determine whether a salvage is feasible during the southern summer of 2017.

Solis says further interest and offers of assistance are welcomed. For details visit [www.viola-dias.org](http://www.viola-dias.org) and contact Paul Escreet at [PEscreet@smstowage.com](mailto:PEscreet@smstowage.com)





## Donjon-SMIT refloats Great Lakes freighter on Lake Superior

**In May the 833 foot US-flagged Great Lakes freighter ROGER BLOUGH, laden with 45,000 tons of iron ore pellets, ran aground on Lake Superior at Whitefish Bay near Gros Cap Reefs, on the border between Canada and the United States.**

The OPA 90 Vessel Response Plan was activated and Donjon-SMIT, the contracted Salvage and Marine Firefighting (SMFF) provider was notified by owners and quickly responded, dispatching salvage personnel and equipment.

Donjon-SMIT and the owners agreed a BIMCO WRECKHIRE 2010. The threat of a fuel oil spill was minimal and flooding on the vessel remained stable, but there were pollution concerns due to local water intake stations. Oil booms had been deployed around the stern near the ship's fuel tanks as a precautionary measure. Donjon-SMIT worked in close coordination with the US Coast Guard and local authorities.

Under the Incident Command structure, owners, the Qualified Individual (QI), Oil

Spill Removal Organization (OSRO), and Donjon-SMIT swiftly undertook all necessary actions to mitigate any threats to the environment.

The salvage and dive team, conducted an extensive damage assessment of the fully laden vessel, surveying all tanks and holds. The structural and stability calculations revealed that the vessel was hard aground on a rocky bottom, with six compartments damaged, four of which were breached and flooded. A salvage plan and lightering sequence were developed to safely refloat the vessel, after which she could safely proceed to anchor and discharge her remaining cargo.

The ore carriers Arthur M Anderson and Philip R Clarke were dispatched to the scene to lighten the ROGER BLOUGH. The cargo transfer was done by the ship's own machinery. During lightering, ballast was taken on to keep the vessel firmly



aground. Once the required amount had been lightered, the casualty was refloated in a controlled manner by pumping out the water ballast.

The vessel was then completely lightered at a nearby anchorage, at which point a full hull and bottom survey was conducted. A transit plan was developed for the damaged vessel to proceed to a shipyard in Sturgeon Bay, Wisconsin. The salvage team remained onboard during transit to the shipyard.

## IUMI publishes 2015 statistics

The International Union of Marine Insurance (IUMI) has published its annual statistical report on the marine insurance market and announced global underwriting premiums for 2015 of USD \$29.9 billion. It is a 10.5% reduction on the 2014 figure.

The 2015 total comprised income from the following regions:

Europe 50.4%  
Asia Pacific 27.1%  
Latin America 9.8%  
North America 5.9%  
Other 6.8%

and the following business lines:

Global hull 25%  
Transport/cargo 52.9%  
Marine liability 7.1%  
Offshore/energy 15%

IUMI says technical insurance results for the 2014 underwriting year deteriorated strongly for cargo, hull and energy sectors compared with last year's reported data for the same period. It noted that results always deteriorate over time

due to the lag in registering and paying claims, but the deterioration in 2014 was above average. IUMI said it was due to substantial, but not unexpected, increases in reported outstanding loss reserves for the 2014 underwriting year. There were a number of major claims occurring in 2015 which were attached to the 2014 underwriting year but actual amounts were not known when last year's figures were published.

Major claims included Tianjin (cargo); a series of major hull losses (representing an increase in costly hull losses compared with the relative benign previous year) and a high number of costly offshore energy related losses. A proportion of these losses were attributed to the 2014 underwriting year whilst the remainder fell within the 2015 underwriting year.

IUMI said the 2016 market remains challenging for all lines of business. Although claims reported during the first six months of 2016 appear to be relatively modest, in all marine lines the potential for a major claim resulting from the increased accumulations risk is always a possibility.

Patrizia Kern-Ferretti, Chairman of IUMI's Facts & Figures Committee said:

"Commodity prices are weak and freight rates are low and these persistent soft market conditions are challenging for marine insurers. Uncertainty has also been driven by the increasing and unknown risk of accumulations. Marine insurers must adapt to this changing environment if they are to survive and remain effective in the future."

Closing this year's IUMI 2016 marine insurance conference in Genoa, IUMI President, Dieter Berg expressed concern over the increasing number of large marine losses and their potential to put severe financial strain on insurance companies. He said that when large marine losses were combined with property and other losses, there was a real concern that this might overwhelm insurance companies. He called on the industry to understand, clearly, their aggregate positions and to manage their exposures by carefully modelling their risk positions.

## Ardent tackles Hamburg container ship fire



Photo courtesy of: Feuerwehr Hamburg

**The container vessel CCNI ARAUCO caught fire in the aft container hold at Hamburg in September. Ardent emergency response crews worked with local firefighters to successfully extinguish the fire. A salvage contract was signed to speed the response and clean-up operations and Ardent said it “dramatically shortened” what might have been lengthy negotiations.**

The aft hold was partly flooded to extinguish the fire which meant the water in the hold was contaminated. Ardent safely discharged the contaminated water, pumping it to tankers to take it to off-site disposal facilities.

Ardent also discharged the damaged containers from the cargo hold. These boxes were declared as dangerous waste and required special treatment and the the

vessel was safely returned to the owners for repair work.

Lars Tesmar, one of the Ardent Salvage Masters on the operation said: “Minimizing environmental impact has always been a priority for any operation for Ardent. We worked closely with German authorities to safely dispose of the contaminated firefighting water and cargo from the vessel”

“Technically it was a routine job, but our staff worked well with all the stakeholders to ensure a smooth follow-on operation. Compared to similar incidents in Germany we can speak about a relatively fast clean-up operation,” said Mr Tesmar.

Ardent has had other recent cases in which it responded to vessel fires. For example in August it provided firefighting

services to the CARIBBEAN FANTASY, a vehicle ferry that caught fire off San Juan, Puerto Rico. It was covered by Ardent's OPA 90, Salvage and Marine Fire Fighting (SMFF) programme.

Elsewhere, Ardent provided standby services for the first cruise liner to pass through the fabled north west passage. The vessel, CRYSTAL SERENITY, sailed from Anchorage, Alaska, around the north of Canada and down the eastern seaboard to New York. Global warming is thought to have affected the ice cover of the Arctic the extent that in the northern summer the route is increasingly ice-free. Some commercial voyages have also been made using the north east passage from Europe across the top of Russia to the Far East.

## Lloyd's announces interim results

Lloyd's has announced profit of US\$1.96 billion for the first half of 2016. The figures show an increase in profits of US\$0.35 billion on the same period last year for the world's specialist insurance and reinsurance market. Lloyd's also reported an annualised return on capital of 11.7% and a combined ratio of 98.0%.

The key financial figures are:

- Pre-tax profits of US\$1.96 billion (£1.46 billion), (H1 2015: £1.20 billion)
- Return on capital of 11.7% (H1 2015: 10.7%)

- Combined ratio of 98.0% (H1 2015: 89.5%)
- Investment return of 1.8% (H1: 0.6%)
- Net resources of US\$35.64 billion (£26.6 billion)

2016 saw major claims increase due primarily to the Fort McMurray fires in Alberta, Canada. Lloyd's said premiums continue to be under pressure due to the challenging environment.

Chief Executive, Inga Beale, said: “These results reflect the highly competitive environment we are operating in, but

they demonstrate that Lloyd's is in robust financial shape.

“Clearly the UK's referendum on its EU membership is a major issue for us to deal with and we are now focussing our attention on having in place the plans that will ensure Lloyd's continues trading across Europe.”

So called “Passporting Rights” under which financial transactions may be carried out across the EU are at the heart of the issue.



# ISU AGM 2016 Livorno, Italy



1. John Witte (left), Mark Hoddinott
2. David DeVilbiss (left), Joe Farrell
3. Corrado Neri
4. Caroline Schroeder, Philip Harmstorf
5. Beth and John Witte
6. Carlos Paz (left), Ezequiel Martinez, Mario Mizzi
7. Victor and Natalia Chernova
8. Christi and Gordon Lorensen
9. Kimmo and Marise Lehto
10. Silvia and Corrado Neri
11. Pascal and Laurence Potrel

## France

One crew member died and four others were injured in an accident during a lifeboat drill on the HARMONY OF THE SEAS, the world's biggest cruise ship. It happened while the liner was at Marseille.

The Filipino crew member died when a lifeboat, with five crew, reportedly became detached from the fifth deck during a safety exercise and fell 10m into the water.

HARMONY OF THE SEAS is the world's largest cruise ship at 362m long, and can carry more than 8,000 passengers and crew.

## International Chamber of Shipping

The International Chamber of Shipping (ICS) has started its first comprehensive survey of pilotage, towing and mooring services provided in ports and terminals around the world.

The aim of the ICS Pilotage, Towing and Mooring Survey is to evaluate the extent to which established best practice is being followed, such as that recommended by the latest ICS Bridge Procedures Guide.

Masters and bridge teams are being encouraged by ICS to highlight examples of good practice which make particularly valuable contributions to safety, environmental protection and the efficiency of ship operations. The survey also provides an opportunity to suggest any locations where existing practices may be of concern.

The survey can also be accessed via

<http://www.smartsurvey.co.uk/s/ICSPilotageTowingMooringSurvey2016/>

If the trial is successful, options for permanent provision will be explored, possibly in combination with similar requirements elsewhere in Government.

## Ballast water

The IMO Ballast Water Management Convention looks set to come into force in September 2017. It is a development which the International Chamber of Shipping (ICS) says makes it "more vital than ever" that IMO Member States finalise the revision of the G8 Type Approval Guidelines for treatment systems at the next session of the IMO Marine Environment Protection Committee.

ICS says there is still great uncertainty with respect to the more stringent United States approval regime for treatment

equipment, which started to be enforced in January 2014 (the US not being a Party to the IMO Convention.)

ICS says it will be working with IMO Member States to impress upon the United States the importance of coming to a pragmatic solution. Otherwise, it said, once the IMO Convention finally enters into force next year, the shipping industry will be faced with "real chaos."

## Sweden

In September, Terntank Rederi's M/T TERNSUND bunkered LNG from CORAL ENERGY, a Dutch small-scale LNG vessel. It was the first time ever that a cryogenic fuel has been ship-to-ship bunkered. The operation was carried out

at the entrance to the port of Gothenburg. The 15,000 dwt TERNSUND is the world's first LNG-fuelled newbuilding oil/chemical tanker. Using LNG as a fuel is considered a solution to the need for ships to comply with stringent low emission areas established in Northern Europe and North America.

Ship-to-ship bunkering is considered by the industry as the key to adoption of LNG as a marine fuel. It is the standard bunkering mode adopted by the shipping industry for refueling ships, but this operation opens the way for ship-to-ship bunkering around the world, as, unlike a fixed LNG terminal, the bunker vessel is not dependent on location, and can offer LNG as fuel to any receiving vessel.

## UK Maritime and Coastguard Agency



Proposals to revamp the way the UK's Maritime & Coastguard Agency (MCA) charges for fees for ship registrations, ship surveys and merchant navy costs are being put out for consultation.

Under the new proposals, most fees, including ship surveys and examinations, will rise but some will decrease.

All those who might be affected by the increases, whether as businesses or individuals are being asked to give their views by midday on 26th October 2016.

MCA says that costs have been rising but its fees have stayed the same for 10 years. An extensive study has been carried out by the MCA to look at the actual costs of carrying out surveys and exams to provide the proposed new fees.

The full consultation document is available at [www.gov.uk/government/consultation/mca-fees-consultation](http://www.gov.uk/government/consultation/mca-fees-consultation)

Separately, the UK Coastguard announced that it is trialling a new aircraft - a Jetstream 41 (above) - as part of a development to support its search and rescue (SAR) helicopters. The new plane

is patrolling the southern and eastern seaboard of the UK.

The aim of the trial is to assess whether a fixed-wing aircraft will provide valuable additional support for the SAR helicopters.

The Coastguard Jetstream is provided by Eastern Airways on behalf of Bristow Helicopters and has a dedicated crew.



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