

Salvage/casualty mitigation



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Common salvage situations

- **Grounding - refloating**
- **Damage to engine/rudder/propeller - towage**
- **Fire - fire fighting**
- **Cargo/equipment - recovery**
- **Wreck removal**

When a casualty has occurred

Owners should inform the Club as soon as possible

In order to assist the owner in arranging the optimal salvage assistance, the graveness of the casualty needs to be established before salvors are contracted

After grounding

Ships master to take the following action:

- 1 Determine the exact position.
- 2 Take soundings of all tanks and check all other spaces for leakages. If leakage is discovered, testpump to determine the extent.
- 3 Report any oil leakage, if possible, transfer oil from exposed double bottom tanks.
- 4 Take soundings around the ship and establish what part of the vessel is aground.
- 5 Determine seabed composition.
- 6 Investigate actual waterlevel/tidal status.
- 7 Read ship's draught aground and compare with pre-stranding draught to determine ground reaction.
- 8 Investigate possibility to trim or lighten the vessel.
- 9 If aground under main engine, propeller or rudder, **do not run engine!**
- 10 Discuss the situation between ship's officers.

SALVAGE CONTRACTS



- **Daily/hourly rate**
Bimco – Towhire
Bimco - Wreckhire
- **Lumpsum no cure - no pay**
Bimco – Towcon
Bimco - Wreckstage
- **Open form contracts -**
Lloyds Standard Form of Salvage Agreement (LOF 2000)

If someone renders assistance to a ship in distress, without having a contract, he can still claim salvage. (Common Law Salvage Claim)



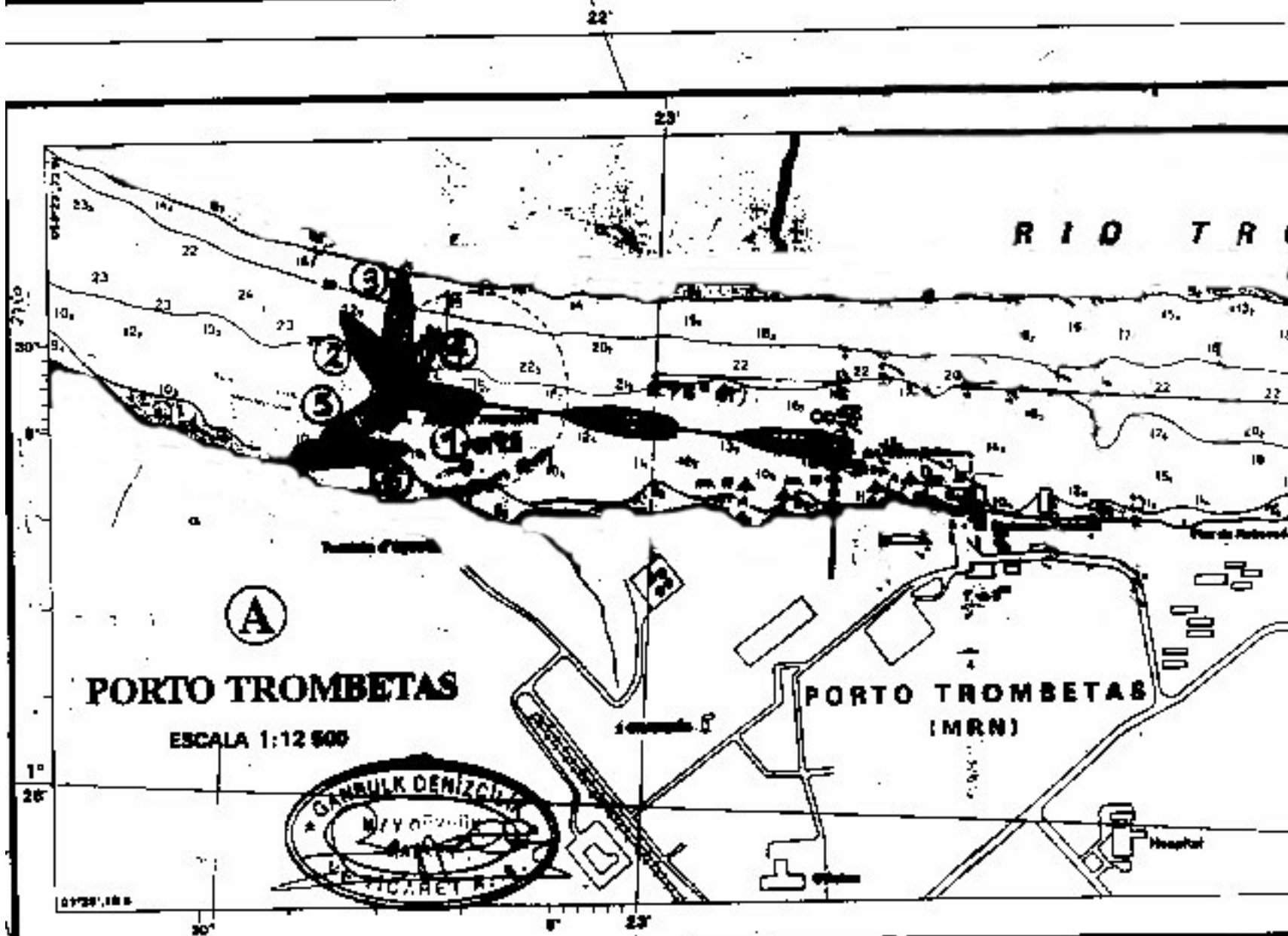


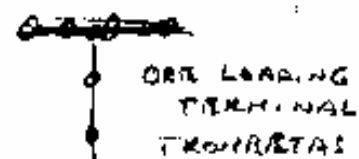
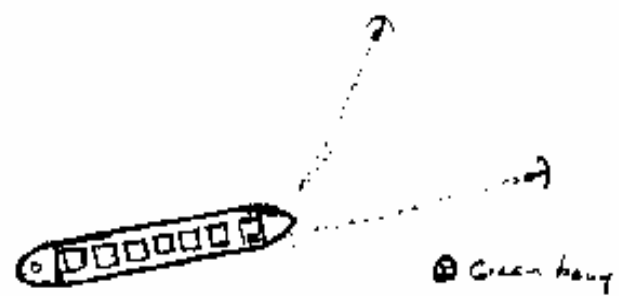
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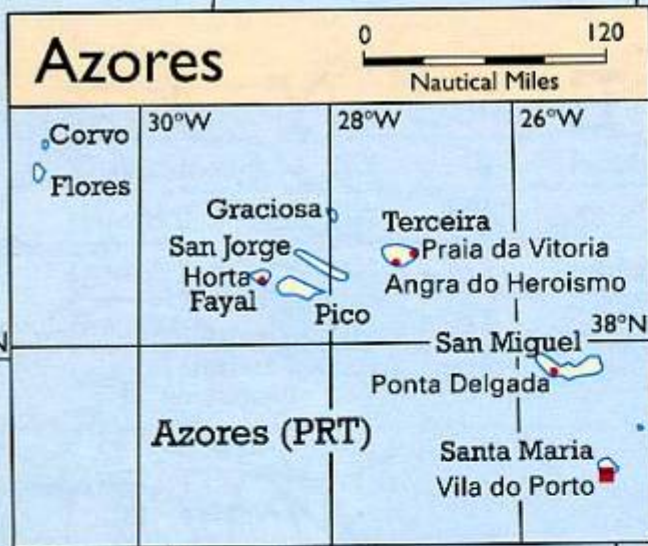
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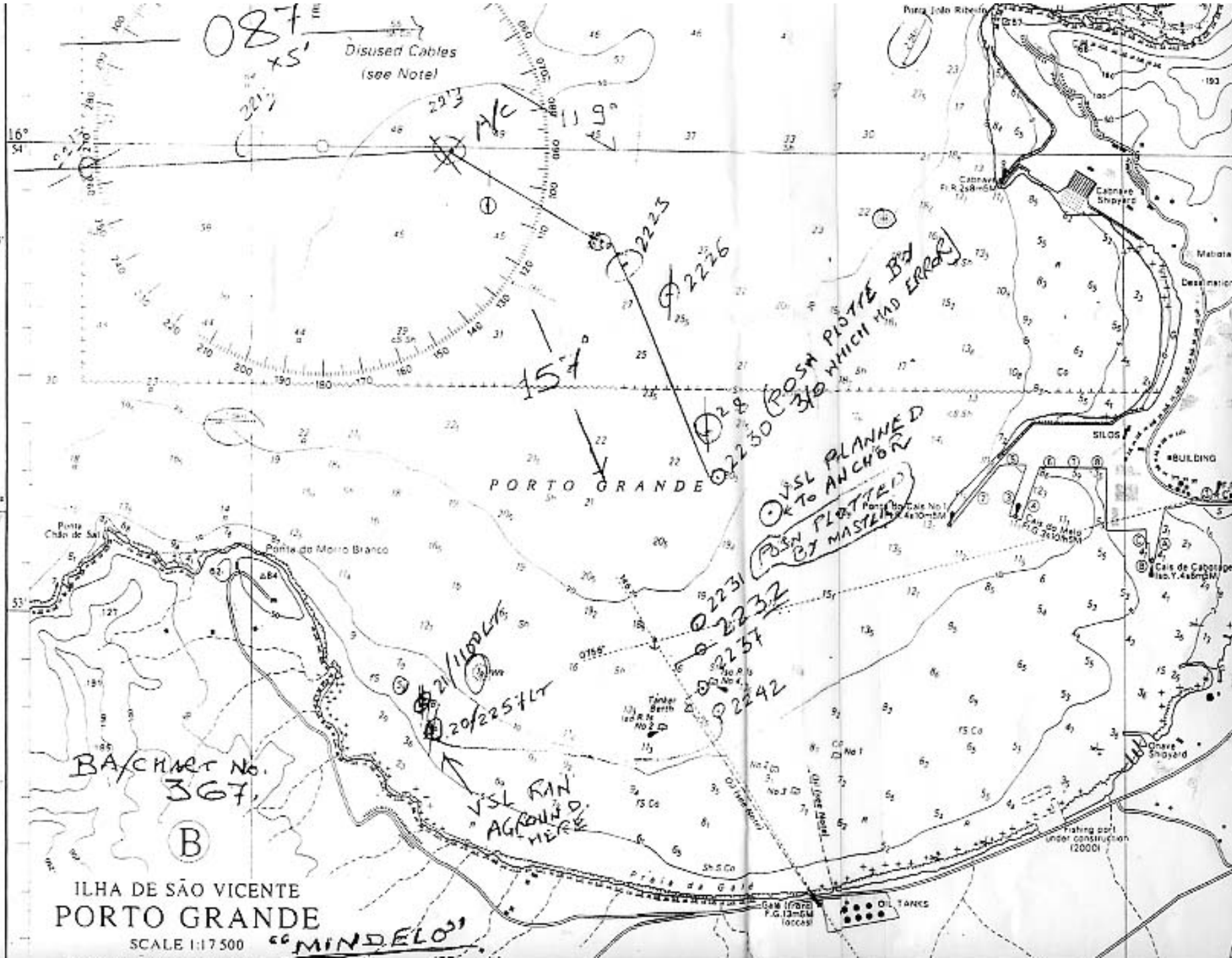
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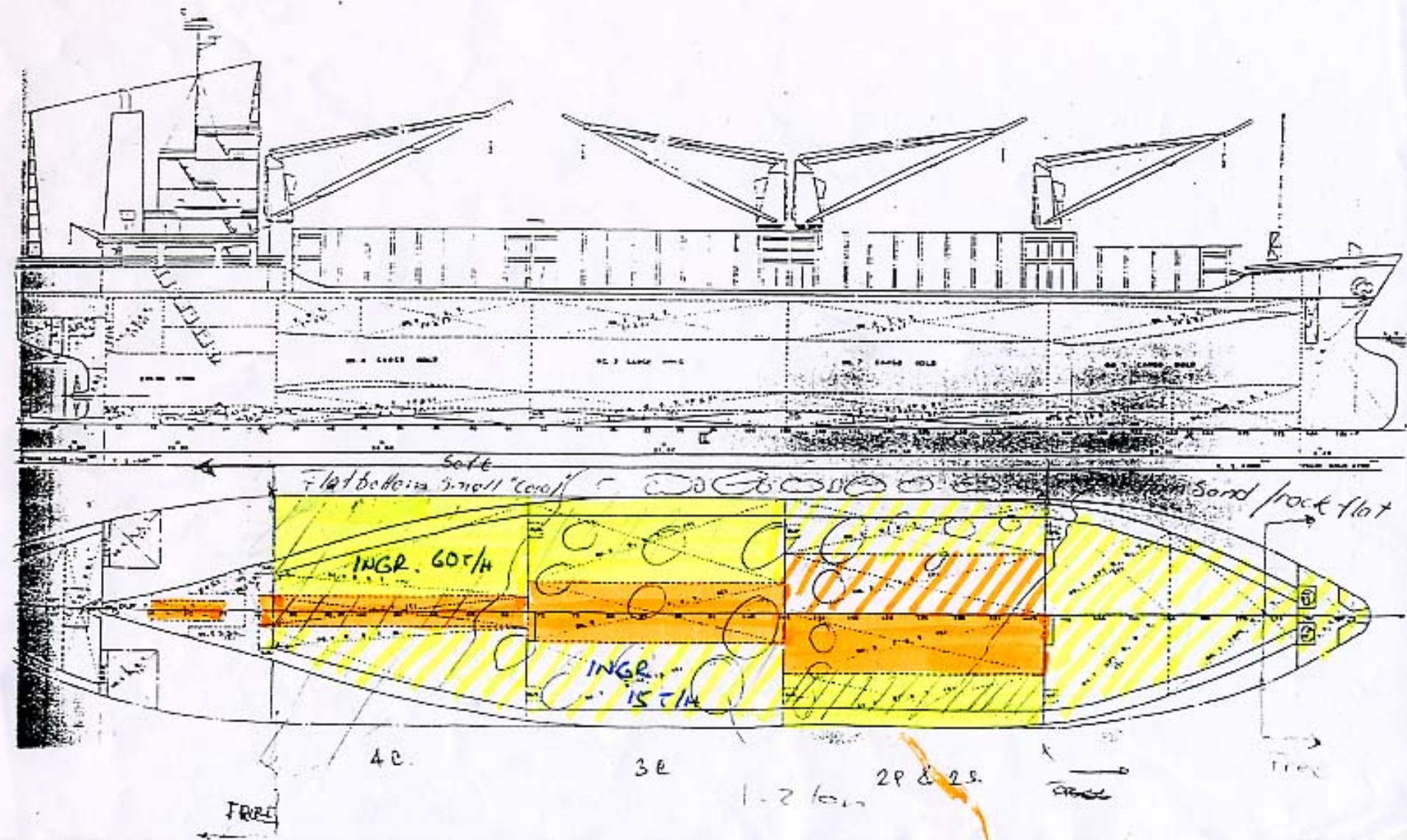
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TANK ARRANGEMENT











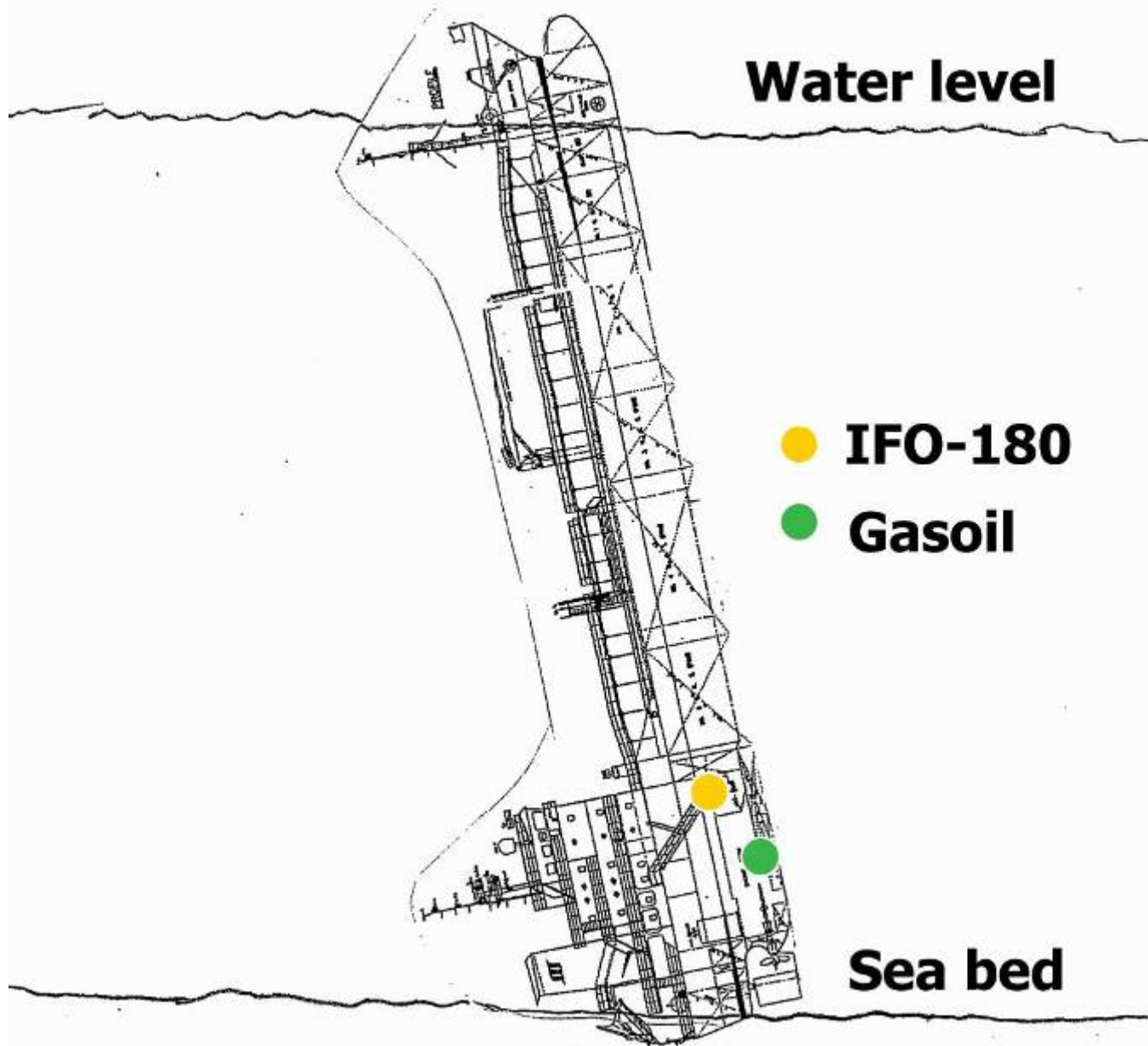








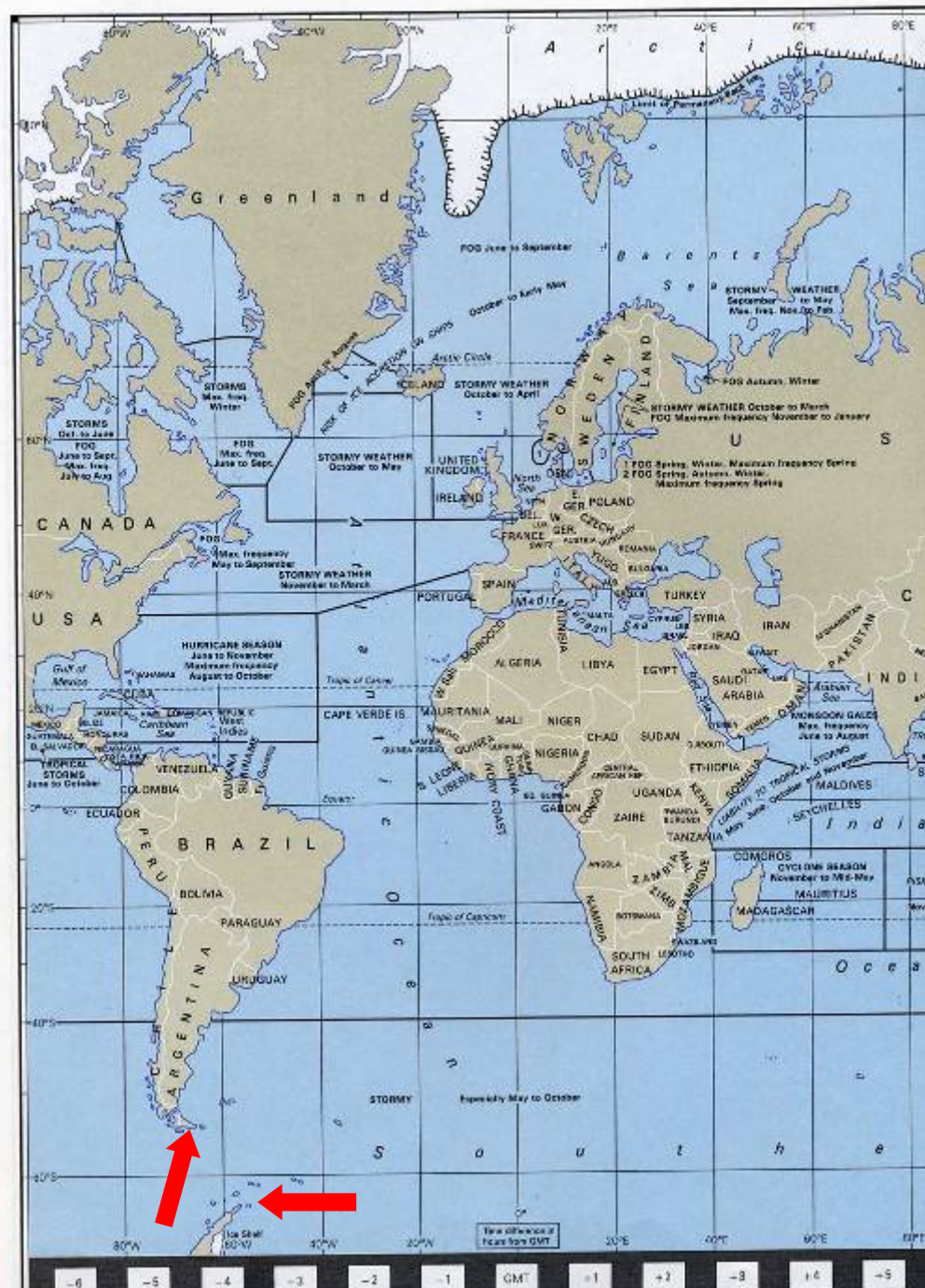
Present condition







4 World Weather Map showing bad weather areas and seasons







LINDBLAD EXPLORER

WILBUR SMITH

HUNGRY AS THE SEA



