



Wijsmuller Salvage BV
The Netherlands, Singapore, Korea, Brazil
and Joint Venture partner;
RiverWijs Marine
Bunbury, Dampier and Bayu Undan

Committee Secretary
House of Representatives
Standing Committee on Transport and Regional Services
Parliament House
CANBERRA ACT 2600

Maritime Salvage in Australian Waters

Dear Sir/ Madam

We herewith have set out some points that may contribute to the discussion.

Even though salvage services contain a wide range of skills that is only executed on a global scale by a limited number of salvage companies, local companies have a crucial role to play or indeed can perform smaller scale salvage operations themselves.

As I speak about the wide range of skills, it is more the way salvage companies can make far reaching and sometimes difficult decisions under adverse circumstances based on their experience and use whatever expertise/ equipment they might require to carry out these difficult decisions.

This while up holding the main objectives to salvage the property and prior to this safeguarding the environment, which as a result will most of the time also safeguard the interest of the property / ship cargo owners.

Introduction:

Going back to the initial recommendations made by the Government based on the Productivity Commission, which is the basis of this new enquiry and which actually was set out to investigate “. . . the impact of structural reforms on the provision of harbour towage and other measures that could be taken to *increase the level of competition* in harbour towage and related services.”

For Wijsmuller Salvage and Australian joint venture partner in RiverWijs, experienced in salvage and harbour/terminal (tug) operations, the result of an increased level of competition might have the direct consequence of reduced rates. Or with the same rates an increased service level.

What we do know is that ship operators calling at these ports are interested in reducing their cost (insurance is one of those elements as well).



Further more ship owners are general optimistic and therefore some times under the impression that they will never end up in an emergency situation where they would require salvage assistance.

Fortunately this view is a changing one and operators due appreciate more and more that safety is of the utmost importance. This however needs to be carried further by governments, underwriters and ship owners.

As a result we can conclude that making ports safer and enabling them to render better salvage assistance cannot be united with the desire to cost reduction. This might be obvious to everybody that is involved, however all sides have there own interest and now need to balance these interests.

Strategic summary

The increased opening of ports to competition means that there is more focus on the overall services in the port by the respective contractors, while upholding the local high quality standards. Which is based on standard commercial practises.

Directly related to the salvage capabilities we need to mention that 1st and 2nd Tier operations can be executed with relative ease in the respective ports. For this reason Wijsmuller and RiverWijs have an extensive network in Australia. 3rd Tier services however, are too big to resolve by the local available standard (floating) equipment and the limited availability of expertise.

For this reason Wijsmuller Salvage is able to assist in the bigger scale operations. Wijsmuller Salvage and other global operating salvors for that matter do however require full support by the local ports in resolving this situation. Wijsmuller through its local joint venture partner RiverWijs has the logistics in place to assist on this level instantly. It is thus important to keep this available to the foreign salvage operators.

The MCA (UK) system and in particular the TASK system makes it possible for the government to approach the local and nearest operators for their assistance. This does only resolve part of the equipment requirement. As other contributors to this discussion expressed as well, expertise is paramount and should be sought in the first place.

“Access” for a professional salvor, such as Wijsmuller Salvage, with the possibility to mobilise specialised salvage equipment and the highly trained and experienced salvage personnel immediately, is than of the utmost importance.

The access to the port facilities by a salvage company other than the local operators is for that reason most important. The ship owner (still the party appointing the salvors) will be assisted by the port master. They jointly can decide, which salvor is in the best position and capable to assist.

The salvor, its personnel and equipment to be assigned on the salvage operation should of course comply with the local rules and regulations. A well-tested quality system with respect to this is already in place (We experienced this during the grounding of the HANJIN DAMPIER off DAMPIER August 2002). And a shortlist should be made of salvors who have proven to be able to comply with these requirements and can guarantee that they maintain their personnel and equipment up to these standard.



To share our further thoughts and advise our capabilities we would be keen to prepare a presentation and elaborate on the remarks made above.

Trust the above to be helpful for your assessment and maintain and improve the high quality of your port operations and valuable coast.

Kind regards,
Bas Wiebe
Salvage Manager

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PS. For your perusal we have stated our contact details below and shortlist of some of our known and maybe less known operations below.

Joint Venture partners in **RiverWijs**;

Riverside Marine

Telephone: (61) 07 3852 0900

Facsimile: (61) 07 3852 0999

www.riversidemarine.com.au

- 8 tugs plus some of the other crafts.
- With offices and operations in Brisbane, Bunbury, Dampier, Fremantle and Townsville.

SvitzerWijsmuller/ Wijsmuller Salvage

The Netherlands - Head office

Telephone: (31) 255 562666

Facsimile: (31) 255 518695

Email: salvage@wijsmuller.nl

Internet: www.svitzerwijsmuller.com

Wijsmuller Salvage is part of SvitzerWijsmuller, a subsidiary of the A.P. Moller Group.

Wijsmuller Perdana Salvage Pte Ltd

Singapore – Regional office

Telephone: (65) 6224 9644

Facsimile: (65) 6224 3569

Email: salvage@wijsmuller.com.sg

Internet: www.svitzerwijsmuller.com



**FDN-1**

Indian navy drydock of 180 meters that sank off the navy port of St. Blair on the Andaman Islands to a depth of 24 meters, leaving only the top of the dock cranes above water. Wijsmuller Salvage B.V. was awarded to contract to refloat the vessel using 'regaining buoyancy' techniques, which were to be delicately devised in order to cater for expansion of air once compartments with air moved from a depth (and pressure) of 24 meters to above water surface, expanding well over 2 times its original contents and thus presenting risks as to 'exploding' tanks.

A combined Wijsmuller Salvage B.V. team from the offices in Singapore and The Netherlands as well as a team of PT Salvindo from Indonesia with the special salvage vessel PERDANA SAKTI the drydock was prepared for the refloating operation. In a smooth and controlled operation lasting 3 days the drydock smoothly rose to the surface completely and was re-delivered to the Indian navy authorities.

Mv ACUSHNET

Loaded tanker of 180 meters in length grounded in the Great Belt (Denmark) in a rocky area. The vessel required part of her cargo to be lightered in two separate operations before she could be refloated. She was assisted by a combined Dutch – Swedish salvage team of Wijsmuller Salvage B.V., while in total 4 tugs of SvitzerWijsmuller daughter company Svitzer were used. The vessel was re-delivered back to her owners after having reloaded the cargo within 4 days after the contract was signed.

Mv ELANDSGRACHT – February 2003

General cargo vessel of 140 meters in length, loaded with a cargo of copper concentrate, which ran on an un-inhabited island in the Banda Sea, Indonesia. A salvage team was mobilised in from Singapore while a tug from Wijsmuller Salvage B.V.'s partners PT Salvindo in Indonesia was instantly instructed to proceed towards the grounding site. The salvage crew finally arrived on board through Irian Jaya, where they boarded the tug while she was en-route to the ELANDSGRACHT. Upon arrival the salvage experts used the tug to control movement of the vessel and were after two days able to swing the vessel free from the rocks she ran into. The casualty then was escorted by the tug and team towards Singapore and re-delivered to the owners.

Mv CANDIOTA

A smaller crude tanker which suffered an explosion off Brasil in one of the tanks causing the vessels' deck to be ruptured completely. The 20,000 ton tanker then was taken under control of Wijsmuller Salvage B.V. salvage master stationed in Brasil with further team members being flown in instantly. The vessel was secured by discharging the remaining cargo and bunkers in an STS operation, whereafter she was re-delivered into a drydock under salvors control in Rio de Janeiro.

Mv VICKY

Tanker fully loaded with gasoil that ran into the wreck of the TRICOLOR in the English Channel. The vessel was able to free herself, but her condition did not allow any further movement. Wijsmuller Salvage B.V. was brought in to satisfy the Belgian and Dutch authorities and resolve the issues at hand. To do so, about 7,000 tons of cargo was transferred by STS operation into a lighterage tanker, with that cargo being safely delivered in Rotterdam. Berthing and unberthing was executed under Wijsmuller control with assistance of SvitzerWijsmuller tugs. The vessel itself then was made ready to





be towed stern-first by one of Wijsmuller's tugs into Rotterdam. IN Rotterdam the vessel was further discharged ashore under Wijsmuller control, whereafter she was re-delivered back to her owners.

SUMATRA

Two Italian tugs under transport by Wijsmuller picked up a MAYDAY call from this loaded vessel off Crete and immediately went on to the rescue. A towage connection was made despite the (very) bad weather and the vessel was towed into a bay on Crete.

PINDAR

A loaded tanker that grounded in between Sweden and Denmark. Lighterage of the vessel was arranged but the weather interfered and the Wijsmuller salvage team from Sweden and The Netherlands decided to try and refloat the vessel using SvitzerWijsmuller's tugs from Sweden after having internally transferred cargo to trim the vessel. The vessel refloated within a day after contract confirmation and was delivered back to her owners shortly thereafter.

HANJIN PENNSYLVANIA

Large and nearly new container carrier that suffered, just south of Sri Lanka, a set of extensive explosions in hold 4 and later hold 6, resulting in extensive fire on deck, holds 3, 4, 5 and 6 as well as engineroom and accommodation. The fire was extinguished in a massive operation involving 2 fire fighting tugs and a specially created firefighting vessel. A large salvage team, inclusive of chemical experts, fire fighting experts and a naval architect were engaged in that operation. The vessel sank slowly because of the fire fighting water and leakage into the engineroom but entry on the vessel was just in time to be able to install pumps and remove excess water. After removal of water from the engineroom the engines were preserved and the vessel prepared for towage to Singapore. About 2 months after the first explosion the vessel arrived off Singapore and discharge of the vessel was started.

MEG

A coaster that ran aground on rocks on Gotland in the Baltic Sea off Sweden. The vessel's tanks were breached and quick action was necessary with bad weather coming in. A Wijsmuller team from the Netherlands and Sweden prepared the vessel for refloating by re-creating buoyancy and within 2 days after signing of the contract the vessel was refloated with use of Wijsmuller's tugs from Sweden, just before bad weather came in.

P-34

An FSO which suffered a near catastrophic list. A Wijsmuller salvage master boarded the vessel within hours and started to get control over the vessel. A salvage team was flown in and the situation further stabilised.

LIMBURG

The subject of a terrorist attack this partly loaded VLCC suffered an explosion and an extensive fire off the coast of Yemen. The vessel was immediately assisted by Wijsmuller tugs who saved the crew and started fighting the fire. Within 24 hours a Wijsmuller salvage team was on board of the casualty with assistance of the Yemen authorities. The fire was put out, a grounding of the drifting vessel was prevented and the situation on board was slowly but surely brought back under control. After 3 weeks





the vessel was allowed out of Yemen territorial waters and towed to offshore Fujayrah where an STS operation was executed of the remaining cargo of the vessel and her bunkers. The vessel then was re-delivered back to her owners.

Mv PHU XUAN

Container vessel that suffered an engine room fire in Malacca Straits. Wijsmuller's salvage vessel PERDANA SAKTI reacted first and arrived at the location of the vessel in less than a day and was able to stop the fire spreading to the holds. The vessel was delivered in Singapore after an operation of over a week including the towage of the vessel into port.

HANJIN DAMPIER

On the North-West coast of Australia a bulk carrier of 309 meters ran aground after a mechanical failure. The vessel was carrying 220,000 tons of iron ore. Wijsmuller Salvage arranged discharge gear locally and with the help of a team from Wijsmuller in the Netherlands and a team of Wijsmuller's Singapore based office, a discharge operation started. At the moment enough cargo was discharged and the tide was positive, the vessel was refloated with the help of four own tugs and one chartered tug.

UNO

The with scrap steel loaded freighter UNO capsized and sank in the Kiel Canal (Germany) following a collision. The vessel was discharged, righted and thereafter refloated in an operation executed by Wijsmuller Salvage B.V. - Bugsier combination with the use of two sheerlegs. The operation was completed within 3 weeks upon which the vessel was re-delivered to the German authorities.

NO.3 MYOIJIN MARU

Japanese fishing vessel that ran aground in Indonesian waters which was refloated by Wijsmuller Salvage B.V. on Japanese Form with tugs from our Indonesian subsidiary.

SEEHUND

Recovery of a small German submarine left from the Second World War. Through the years, the submarine was completely disappeared and forgotten. Historical research however learned that two torpedo's were still connected to this submarine and consequently the Royal Dutch Royal navy ordered the local authorities to recover at least these two explosives.

According to very strict regulations, Wijsmuller Salvage together with her partner Woud Wormer, placed a steel cofferdam around the place where she was hidden under the sand and surf. Sand was then removed using special techniques, in order to uncover the torpedo's and give the Royal Dutch Navy the possibility to dismantle them. Further, next to the SEEHUND, an anti tank mine was found and also this one was destroyed safely. Once the explosives had been removed the remains of the submarine were lifted out for future purposes which varied from disposal to display

