

MSC NAPOLI**18 January 2007****Flooding & Stranding****VESSEL & Interveners**

1 - IMO Number :	9000601	2 - Name of Ship :	MSC NAPOLI (Ex CGM NORMANDIE).
3 - Call Sign :	VQBX7	4 - Gross Tonnage :	53409 - TEU 4419
5 - Type of Ship :	Container Ship	6 - Year of Build :	1991
7 - Flag :	United Kingdom	8 - Status of Ship :	In Service

9 - Registered Owner :	METVALE	10 - Address :	P.O. Box 146 Road Town Tortola VIRGIN ISLANDS
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11 - Ship Manager :	ZODIAC Maritime Agencies LTD	12 - Address :	7-12, Tavistock Square, London UNITED KINGDOM
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13 - Classification Society :	Det Norske Veritas	14 - P&I	London P&I
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15 - Surveyor :	
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17 - Hull Underwriters :	Groupama Transport (co-insurer with 15%)	18 - Cargo Underwriters :	
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	SMIT SALVAGE and
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19 - Others :	ABEILLES INTERNATIONAL ,
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As Salvors

20 - Others :

NB : Information 1 to 14 are extracted from the database [EQUASIS](#).
Information are updated at the date of the casualty.
Information from 15 to 20 were found on public websites

SUMMARY OF THE CASUALTY

MSC NAPOLI suffered flooding to the engine room during force 8 gales on Thursday 18 January 40 miles south of Cornwall. This occurred in International water within the French Search and Rescue zone. The 26 crew abandoned ship and were safely rescued from their lifeboat by helicopter

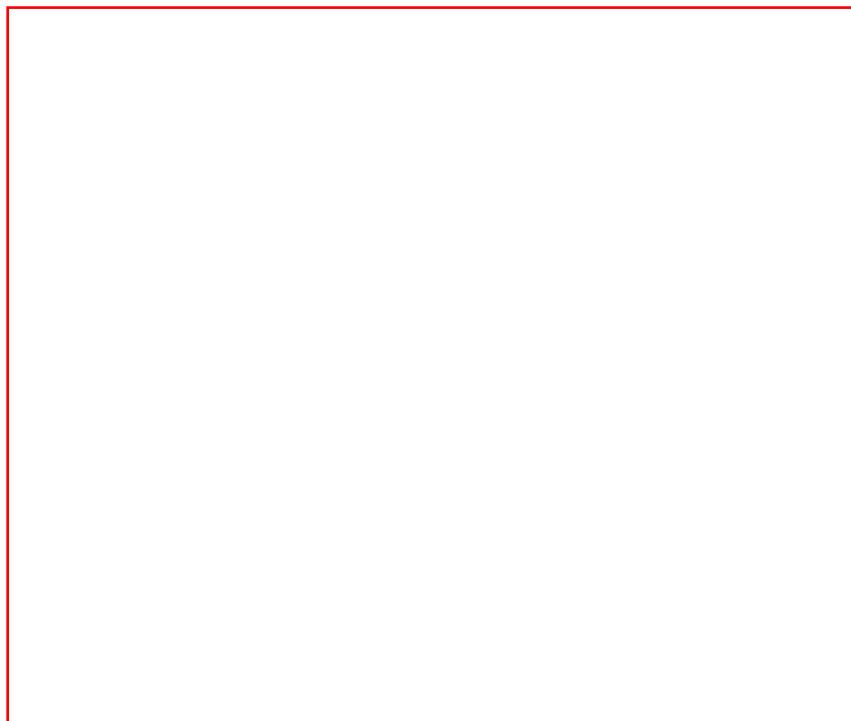
LOCATION

[Agrandir le plan](#)

DAY TO DAY

Date : 16 May 2008 **Source :** [Fortunes de Mer](#)

Vidéo produite par le DNV pour expliquer la cassure du MSC NAPOLI. Une deuxième vidéo existe mais n'a pas été chargée sur You Tube. A voir directement sur le site du [DNV](#)



Date : 22 April 2008 **Source :** [Fortunes de Mer](#)

The reports mentioned in the Lloyd's list article dated 22 April 2008 are available at this address :

http://www.maib.gov.uk/publications/investigation_reports/2008/msc_napoli.cfm

Date :

22 April 2008

Source :

[Lloyd's List](#)

Napoli sparks boxship crackdown

Michael Grey - mardi 22 avril 2008

Some 600 containers were weighed ashore after the beaching of the Napoli.

A SUBSTANTIAL portion of the world's container fleet has been closely scrutinised for potential structural failure during the investigation into the loss last year of the 4,419 teu MSC Napoli.

A UK Marine Accident Investigation Branch report into the incident reveals that a screening by classification societies of 1,500 ships of the same configuration as the stricken vessel showed 12 large containerships that were identified as requiring remedial action to their structures. A further 10 were described as "borderline", while another eight are being studied.

The report into the structural failure of the Zodiac-operated ship, which took place on January 18, 2007 as the fully laden vessel steamed westwards out of the English Channel in storm force conditions, reveals five major contributory causes.

It was discovered that the hull did not have sufficient buckling strength in way of the engineroom, which was positioned three quarters of the length from forward. The report also points out that class requirements in force at the time the ship was designed in 1990, only required buckling strength requirements around the midships section.

It was also found that there was an inadequate safety margin between the vessel's hull design loading and its ultimate strength, while the load on the hull was likely to have been increased by the whipping effect as the big ship steamed into heavy head seas. The report suggests that the ship's speed — making 11 knots over ground with the engine turning revolutions for 17 knots — was "not reduced sufficiently" for the prevailing weather.

Of the vessel's final voyage and evacuation, the report notes that the ship, operating on the Europe-South Africa service, was six days behind schedule inbound and had suffered turbocharger failure and problems with the main engine governor, which remained inoperative when the laden vessel sailed outbound from Antwerp.

The need to minimise draught for Antwerp departure had required the vessel to be ballasted forward, exceeding the permissible bending moments, although ballast was moved in the Schelde to just within permissible limits as indicated by the ship's computer.

The comparison of the vessel's actual draught with that calculated according to the known ship's weights and declared cargo showed a difference [the deadload] of 1,250 tonnes, indicating that some container weights were under-declared. On the morning of the structural failure, the ship was heading out into the western approaches in storm force winds with wave heights said to be up to 9 m when a succession of three large waves were reported. Shortly afterwards, a bilge alarm indicated the first ingress of water. Inspection by the duty engineer revealed substantial quantities of water and the engine was shut down.

The master, looking over the side, found visible damage in way of the engineroom, and believing that the ship's back had been broken, made arrangements to evacuate. The success of this operation, which saw the 26 crew safely abandon their ship and motor clear in a lifeboat to be rescued by two helicopters, was commended in the report. Good drills and preparation for such an emergency were evident to the inspectors.

The design of the ship, a one-off order from Samsung, revealed a number of issues, notably the discontinuity of the structure, which was longitudinally framed throughout the forward cargo spaces, while there was transverse framing in way of the engine room, the location of the eventual buckling. This, says the report, was an "inherently weak" structure when under compressive loading.

Initially built to Bureau Veritas classification, the ship fully complied with the rules in force at that time which required buckling calculations only around the mid-length of the ship, where it was assumed, the greatest stresses would arise. The earliest cellular containerships were generally built with the machinery space aft, and under deck cargo spaces forward of the engine room.

The MAIB concluded that the class rules which were applicable "have lagged behind the development of containership design, and requires immediate revision". Buckling checks are required, says the report, along the whole length of the ship.

The report examines design safety margins for hull stresses and suggests that a more objective approach is required. It appeared that it was almost routine for permissible loads to be exceeded for operational reasons, such as the need to minimise draught, yet the ship's staff, or indeed the terminal planners, could never be sure of the actual weights of boxes being loaded on their vessel.

Following the deliberate grounding of the damaged ship in Branscombe Bay, there was the opportunity to weigh all the unflooded containers taken off the ship by the salvors. Some 600 containers were weighed ashore, 137 of which revealed a

weight discrepancy of more than 3 tonnes. The largest difference between declared and actual weight was 20 tonnes.

It was also discovered that 7% of the deck load of containers were not in the position shown on the cargo plan. The MAIB concludes that "the stresses acting upon a containership's hull cannot be accurately controlled unless containers are weighed before embarkation". This will have obvious implications for terminal operations.

The structure of the 16-year-old ship was found to be in reasonable condition, with no evidence that the 2001 full-speed grounding of the ship, which saw it ashore on a reef on the Malacca Strait for two months and a requirement for 3,000 tonnes of steel repairs, had any bearing on the final hull failure.

Samples were removed from the wreck for testing, and there was some evidence found of on-board welding repairs that had not been reported.

The inspectors had several observations regarding the speed of the ship in heavy weather, noting that the whipping effect of the hull flexing in the high swells could have contributed to the accident. However, the report points to a paucity of any research into the effects of such dynamic forces in a seaway and it recommends that more research should be undertaken into a subject that clearly has considerable potential impact upon safety and structural strength.

It also notes that research should also be considered into the provision of hull stress monitoring equipment and vessel motion sensing, bearing in mind the relationship between speed and wave loading and whipping effects.

As regards the particular circumstances of this casualty the report notes that while the ship's speed was considered to be "appropriate" for the conditions, "it is almost certain that a reduction of speed would have significantly reduced the risk of hull failure".

The identification of over 1,500 containerships which had potentially similar vulnerabilities to that which led to the loss of MSC Napoli was clearly a major exercise involving the classification societies. It is understood that vessels larger than 2,500 teu, with cargo bays aft of the accommodation/machinery space were investigated, particularly seeking out those with structural discontinuities.

Of the 12 identified, it is understood that stiffeners in the engineroom and some operational limitations will be sufficient to keep them safe. The societies involved with these ships are currently in discussion with their owners as to the best way forward.

The MAIB has worked closely with DNV, which took over MSC Napoli after its 2002 repairs and which has undertaken a major analysis of containership structures in recent months.

The MSC Napoli report also gives major emphasis to many of the issues which were raised into the MAIB's earlier report into a container stack collapse aboard the feeder Annabella. This pointed to the inability of the ship's staff to intervene in planning and stowage, and the evident problem of determining accurate weights of containers.

Additionally, the Annabella report underlined the lack of any proper safety code for the carriage of containers and the operation of containerships.

This issue was taken up by the International Chamber of Shipping, which, in conjunction with the World Shipping Council is currently working on a code of best practice for the industry.

This is expected to be completed by the end of this year, and subsequently presented to the International Maritime Organization for adoption. Relevant action is also promised by the UK Maritime and Coastguard Agency which has taken up the issue of container weights and longitudinal strength checks with the Paris MOU Port State Control Committee.

Date :

From 27 August to 7 novembre 2007

Source :

[Lloyd's List](#)

London, Nov 7 A press report, dated Nov 6, states: Work is set to start on cutting up the remains of the stricken fully cellular containership MSC Napoli off the east Devon coast. The vessel was grounded off Sidmouth in January after it sustained storm damage sailing from Antwerp to South Africa. The vessel was split in two and its bow towed away for recycling. Cutting gear has been brought in to break the stern up before it is taken away for scrap. Coastguards are working with the salvors SMIT to ensure there is no risk of pollution. Barges are getting in position next to the stern and work is set to start on Thursday (Nov 8). The Maritime and Coastguard Agency said the operation would be dependant on the weather. Salvors believe the cargo vessel is too heavy to be lifted intact and needs to be cut into smaller pieces. The vessel was split in two in a series of explosions and the bow towed to the Harland and Wolff shipyard, in Belfast, to be demolished and recycled. The salvage operation has cost more than £50m. (See issue of Oct 23.)

London, Oct 22 A press report, dated Oct 19, states: Plans to cut up the remains of fully cellular containership MSC Napoli have been approved in a move that means the vessel will still be off the Devon coast next Spring. Salvors believe the cargo vessel is too heavy to be lifted in tact, so cutting equipment is to be brought in to break her up further. A barge will then be used to take her away for recycling and scrap, but local businesses

have voiced their anger and fear that more oil pollution could put off visitors. Simon Bartlett, who runs a boat hire firm, said: "Oil on the beaches can't be good for the tourist industry." Robin Middleton, the Secretary of State's representative for Maritime Salvage, said: "Cutting vessels up isn't new, cutting vessels up with a device this sheer size is novel and new and

it's hoped in the industry if this is successful this will become the norm." (See issue of Sep 12.)

London, Sep 11 -- Fully cellular containership MSC Napoli, situation update Sep 6: While lead agencies continue planning the removal of the stern of MSC Napoli from Lyme Bay, contractors DRS, employed by the ship's owners to clean up the East Devon beaches are still recovering debris. Divers are working in four key areas close to shore where sonar has identified concentrations of debris, between Littlecombe and Sherbourne Rocks near Beer Head. Last week divers, with the vessel Terramare, recovered engines, container parts, car panels and other car parts washed overboard within containers when the incident first occurred. Terramare is bringing the material into the DRS compound on Branscombe beach for recycling and onward

removal. Nine containers, of the original 2,300 on the vessel, remain unaccounted for, although using the ship's manifest, the authorities know that their contents are non-hazardous. Meanwhile, Zodiac, the ship's owners, the Maritime and Coastguard Agency and the salvage contractors SMIT are working towards removal of the stern, weather depending and with all the preparations done, hopefully in November.

Devon County Council's Executive Member for the Environment, and resident of Branscombe, Cllr Margaret Rogers, said: "We've had our worries about oil coming ashore, in however little quantity, but I'm pleased that that seems to be largely behind us now. I'm also pleased with the ongoing work to bring back to shore submerged materials. Last week DRS filled three 40 foot skips with material to remove and the operation is going well while the weather remains fine." (See issue of Aug 31.)

London, Aug 30 - A press report, dated Aug 29, states: Work has begun to cut up the bow half of fully cellular containership MSC Napoli in a dry dock at the Harland and Wolff shipyard in Belfast. It will be demolished over 15 weeks. Damaged sections are being removed and sent off for analysis to determine what happened during the storm. The remaining stern section of the vessel remains grounded near Sidmouth and is expected to be taken away in one piece by November. The Dutch team who have overseen the salvage operation so far was awarded the contract to do the work. The stern is set to be removed on a giant barge to limit further environmental damage.

London, Aug 27 - A press report, dated Aug 23, states: The remaining section of fully cellular containership MSC Napoli will be taken away in one piece. The Dutch team (SMIT Salvage BV) who have overseen the salvage operation so far have now been awarded the contract to lift the stern. They will remove it on a giant barge to limit further environmental damage. The final section will be taken away by November, the salvors say.

Date :

From 20 July 2007 to 18 August 2007

Source :

[Lloyd's List](#)

London, Aug 18 - A press report, dated today, states: Hundreds of curious onlookers lined Belfast shore yesterday to watch MSC Napoli dock into harbour for the last time ready to be dismantled. Belfast shipyard Harland and Wolff will spend the next four to five months stripping the vessel and recycling its parts. Earlier this week an exclusion zone was thrown around the bow section of the vessel as it lay at anchor in Belfast Lough on her way to the scrap yard. The 500m exclusion zone was put around the vessel to keep water-borne sightseers at a safe distance. There were also rumours that the vessel was leaking oil but these were quickly dismissed by the Coastguard. A spokesman said: "It is not leaking oil. Our counter-pollution officers have inspected it and there is nothing to worry about."

London, Aug 16 - A SMIT Salvage report, states: On Aug 9 final permission was received for the towage of the forward section of Container Carrier MSC Napoli to Belfast. After bringing it to an even keel draught of seven metres, it will be berthed in the Harland and Wolff Drydock on Aug 17. The aft part is under control of automatic pumps which keep the damaged holds from flooding.

London, Aug 14 - A press report, dated Aug 13, states: The bow section of Container Carrier MSC Napoli has arrived in Belfast for recycling after a five-day journey. The bow was towed to a holding point outside Belfast harbour ahead of being taken to Harland and Wolff shipyard where it will be broken up for scrap. The stern of the ship and the accommodation block remain grounded about one mile off Sidmouth. Harland and Wolff expects to receive the ship's bow later this week. An MCA spokesman said contracts were now under discussion for the final removal of the stern. It could either be broken up at its current location or lifted onto a larger vessel with cranes and taken away.

London, Aug 11 - A press report, dated today, states: Belfast has been named as the final destination of the bow section of Container Carrier MSC Napoli. Tugs are towing it to the Harland & Wolff shipyard for demolition. Contracts for the removal of the aft section, which includes the engines and bridge, are currently being negotiated, but it is likely that equipment will be brought to Branscombe Beach to dismantle this section in situ. Salving of

the vessel is estimated, so far, to have cost around £50 million.

London, Aug 7 - A press report, dated today, states: Salvors are preparing to tow part of the stricken Container Carrier MSC Napoli from Devon to Belfast for recycling. The damaged ship was split in two after a series of explosions. The stern of the ship remains grounded but the bow section is expected to be towed to a Belfast shipyard where it will be broken up. A Maritime and Coastguard spokesman said it could be towed this week but they needed a five-day weather window. The bow will be towed by a coastguard tug around the Cornish coast to the Irish Sea. Tenders have been received for the disposal of the stern section which will be dismantled offshore and the metal recycled. The salvage operation has cost more than £50m. A large boom has been positioned to catch any oil which may leak from the vessel.

London, Aug 8 - A press report, dated Aug 7, states: A cash pot of £14.5 million to pay compensation to victims of beached container carrier MSC Napoli is now in place, but claimants will get a fraction of what they are seeking. A judge at London's High Court has made an order, which effectively sets-up a fund to pay those who have lost money or trade since the vessel was grounded at Branscombe, East Devon, in January. The cap on the compensation figure was announced in Parliament in February, but last week it was confirmed after representations from various parties were received. The largest claimants are expected to be companies that were transporting goods on board the vessel, which shed 103 containers during fierce storms. However, West Country fishermen and land owners who believe they have lost out are also making claims. Some of them are being represented by Plymouth-based Ashfords Solicitors. Yesterday, solicitor Ashley Axten said each party would share a proportionate amount of the sum, depending on the size of the claim they put forward. He said: "I can't imagine it will be a one-to-one payout. It's going to be a figure far less than that, I would have thought." Yesterday, Mr Axten said that, under maritime law, the ruling on the cash pot was based solely on the size of the vessel, not on the cargo it carried. "It could have been carrying a cargo of coal or a cargo of gold - it makes no difference. It is based purely on the tonnage of the vessel," he said. "It is not positive news for the claimants, as it means they aren't going to receive the full amount of their losses. It's not like a normal court action. If someone emptied a tanker of oil all over your house, you would be able to claim the full amount of the damage. But because it was a cargo vessel, they are allowed to limit the damage. The principle behind that is for the protection of trade and industry throughout the world. Otherwise, what was effectively simply the beaching of a vessel can turn into a multi-million-pound claim against the owners. If that happened, all the shipowners would no longer continue to ferry trade around the world. You have to consider that 97% of goods are still shipped by sea. If people thought they would be liable for such huge payouts, they would stop doing it." Mr Axten said the judge's order allowed time for adverts to be placed in newspapers, inviting other claimants to come forward, particularly in South Africa and Gran Canaria, where most of the vessel's cargo was heading. The deadline for such claims is in November. The hearing to allocate compensation will take place at a later date.

London, Jul 31 - Container Carrier MSC Napoli situation update, Jul 27, from the MSC Napoli Response Centre: The bow has been holding well at anchor. Salvors have been on board and an emergency towing bridal has been rigged. Poor weather has delayed the possibility of further work. The intention is still to tow the vessel to a port for recycling and disposal. Invitation to tender for disposal of the stern has been advertised. The condition of the stern is stable. Yesterday's overflight reported a slight sheen coming from both sections. There was some sheen reported also off Beer Head. On shore, contractors are responding to oil at Seaton and emulsified oil at Branscombe. East Devon District Council is assisting with the beach clean up operation this weekend. In Dorset, Charmouth and West Bay have some oil which contractors are responding to.

London, Jul 31 - Belfast shipyard Harland and Wolff is close to landing the contract to dismantle the bow section of Container Carrier MSC Napoli. Lloyd's List understands a formal announcement could be made in the next day or two, with the yard now in the process of finalising terms and conditions. If Harland and Wolff is successful in winning the demolition contract, it would mark the first time that the company has undertaken this type of work. The yard was only recently granted a waste management licence. The bow section could be towed to Belfast as early as next week. The more badly damaged aft section, including the accommodation block, is still resting on the seabed and may have to be broken up in situ.

London, Jul 23 - Shipbreakers have begun bidding for the contract to scrap the bow section of Container Carrier MSC Napoli after the vessel was finally separated into two parts on Friday (Jul 20). The London P&I Club, which provides the liability insurance, puts the cost of the salvage at around \$40m, and estimates that the removal of the wreck and related expenses could come to another \$30m. The club itself will be called on to meet the first \$6m, with the balance being pooled. Cargo and third party claims may amount to a further \$100m. After two rounds of explosives were used last week to break through the deck plating and then some longitudinal girders, cutting charges were again placed on Friday that enabled the floating bow section to gently break free. The bow has been anchored to a tug and is likely to stay there until a recycling contract has been awarded. Harland & Wolff and Able UK are among those said to be competing for the work. Meanwhile, an invitation to tender for the removal of the stern, which includes the accommodation block and engine-room, was being issued over the weekend amid speculation that this badly damaged section will have to be broken up.

London, Jul 20 - A press report, dated today, states: Container Carrier MSC Napoli has finally been split in two by an explosive charge. The stern section came apart from the bow area after a third round of explosions. A tug began towing the large bow section into deeper water, while the stern, including the accommodation block, remains grounded. Meanwhile, a large boom was in position to catch any oil which may leak from the vessel.

Date :

8 août 2007

Source :

[Le Monde](#)

La proue du porte-conteneurs naufragé MSC Napoli va être remorquée vers Belfast pour y être démantelée, a annoncé mercredi l'Agence des gardes-côtes britanniques (MCA). Le MSC Napoli, pris dans une tempête à l'entrée de la Manche, avait dû être volontairement échoué à Branscombe (sud de l'Angleterre) en janvier, sa structure ayant subi des dégâts importants et menaçant de se fendre en deux.

Mi-juillet, après avoir été déchargé de ses 2.300 conteneurs, il avait été renfloué et remorqué au large mais il avait dû être échoué à nouveau. Une équipe de plongeurs avait constaté que les dégâts étaient trop importants pour qu'il soit à nouveau déplacé.

Il est désormais coupé en deux.

Le remorquage de la proue devait débuter mercredi soir ou jeudi matin pour rejoindre le chantier naval de Harland et Wolff situé à Belfast (est de l'Irlande) où aura lieu le démantèlement. La traversée devrait durer cinq jours.

La poupe du navire, qui comprend notamment les logements de l'équipage, restera échouée à un demi-mille (800 mètres) du rivage, sur la côte jurassique du Devon, classée au patrimoine mondial par l'Unesco, en attendant l'issue des négociations visant à son démantèlement, a indiqué la MCA.

Les opérations de sauvetage, y compris le pompage de quelque 4.000 tonnes d'hydrocarbures, aurait coûté 50 millions de livres (73,53 millions d'euros).

Le navire de 275 mètres, construit en 1991, s'était trouvé en perdition au plus fort d'une tempête qui avait balayé le nord de l'Europe à la mi-janvier. Ses 26 hommes d'équipage avaient pu être évacués par hélicoptère.

Date :

From 10 to 18 July 2007

Source :

[Lloyd's List](#)

London, Jul 18 -- Following press release from the Maritime and Coastguard Agency, dated today, states: The operation to separate the deck plates of Container Carrier MSC Napoli has been successful but two longitudinals remain intact preventing separation of the two halves. Tugs are operating tonight to flex the vessel structure and effect separation. If separation does not occur tonight then further cutting charges will be used on the vessel on Friday (Jul 20). (See issue of Jul 19.)

London, Jul 19 -- A press report, dated today, states: Coastguards believe more explosives will probably have to be detonated tomorrow to split beached container carrier MSC Napoli. Explosions were triggered on the vessel, off Branscombe, on Tuesday (Jul 17) and again at 1304 UTC, yesterday, but an inspection revealed the vessel remained intact, although it was "hanging on by a thread". Tugs positioned at the bow and stern will continue attempts to pull the container ship apart. The operation is being carried out by the Maritime and Coastguard Agency (MCA) and the Ministry of Defence. (MoD).

MCA spokesman Paul Coley said that all the explosives had gone off successfully, but more cutting charges would be used tomorrow "in all probability" in a bid to obtain a clean break around the front of the accommodation tower. The aim is to break the stern section away from the remainder of the vessel along the line of a huge crack running round the hull. Mr Coley said: "It is still holding together, but very much weaker. It could be hanging on by a thread." Once the forward section of the vessel is separated the plan is to tow it into deeper water and anchor it. Divers will assess its structure and sites will be identified where it could be towed for recycling - this could be either in Europe or the UK. The stern section, including the accommodation block, will be left where it is and will be cut up and recycled. That operation could take about a month.

An extended exclusion zone on the shore and cliffs at Branscombe was enforced ahead of the explosion, amid fears of debris damage, but the footpaths were later reopened by the police. The 1,000 metre exclusion zone around the ship remains in place and if the decision is taken to trigger more explosives today, footpaths will be closed again for the public's safety.

London, Jul 19 -- Container Carrier MSC Napoli situation update, Jul 18, from the MSC Napoli Response Centre: Cutting charges have been detonated for a second day in attempt to separate the vessel. Today's charges were designed to break the longitudinal joists which have been holding the ship together. Four of the six joists have been broken. Tugs will continue to pull the vessel in opposing directions to flex its structure in the hope that it will break the weakened joists. If this does not split the vessel, then it is likely that more cutting charges will be needed. Today's exclusion zone was extended as a precaution. Contractors employed by the ship's insurers are responding to and cleaning where appropriate all reports of pollution from the ship. The MCA and International Tanker Operators Federation (ITOPF) are in contact with the owners

and contractors to ensure the correct actions are taken to clean the relatively small amount of oil pollution which is washing up on the beaches. In addition the on-site pollution ship Union Beaver is engaged in dispersant spraying to reduce and mitigate any pollution from the ship. It has not been possible to boom the ship yet due to conditions around the vessel, however once MSC Napoli is in two pieces a boom will be put in place around the stern. The rivers Brit, Axe and Sid, have been boomed.

London, Jul 17 -- A press report, dated today, states: Explosives have been used on Container Carrier MSC Napoli to try to split it in half so it can be removed from a World Heritage Coast. The Maritime and Coastguard Agency (MCA), working with the Ministry of Defence (MoD), used the precision explosive charges on MSC Napoli which is grounded off Sidmouth, Devon, The Salvage Marine Operations unit of the MoD are helping with the operation to split the vessel, which is expected to take two days. Morgyn Davies, MoD Chief Salvage Officer, said: "The MCA has asked us to employ explosive cutting on MSC Napoli. "The ship has a number of structural flaws that require strength members to be cut to release the hull into two parts. (See issue of Jul 18.)

London, Jul 18 -- Container Carrier MSC Napoli situation update, Jul 17, from the MSC Napoli Response Centre: Cutting charges were detonated on the deck of the vessel at 1310, UTC, today, to separate the ship into two pieces. All the cutting charges were successfully detonated and deck plates have separated, leaving just the vessel's longitudinal joists keeping the vessel in one piece. Tugs are being used to maintain opposing stresses on the structure with the hope that the vessel will finally break in two. If that does not work, it is expected that a second detonation operation, to take place tomorrow, will be needed to cut through the vessel's longitudinal joists. Tugs should then be able to pull the vessel gently in two. There are still no final decisions about the fate of the ship. Once the vessel is in two pieces, the bow will be towed a distance out to sea and anchored, pending further decision. A 1,000 metre exclusion zone was in force for the operation, which included a stretch of the coast path along the top of the cliffs. Footpaths are now reopened, but the exclusion will be in force again tomorrow should the operation be repeated. Counter Pollution experts are on site to monitor the situation, and the authorities are ready to deploy booms or use dispersants if necessary. Today's windy weather and choppy seas have helped the natural break up of pollutant in the sea. A decision will be made after assessment tomorrow whether a second detonation operation is necessary. London, Jul 16 - A press release from the Maritime and Coastguard Agency, dated today, states: Cutting charges are to be used to separate Container Carrier MSC Napoli. On Tuesday (Jul 17) there will be an operation to separate the MSC Napoli into two pieces. The operation will be carried out initially to cut the deck plates, with a further operation on Wednesday to cut the longitudinal joists. It is then hoped that this will allow the part of the vessel forward of the accommodation block to be parted from the stern. The operation will be carried out by experts and will be undertaken in a controlled manner. To enable this operation to take place it will be necessary to implement safety restrictions within the immediate area. There will be a 1000 metre exclusion zone placed around the vessel, and navigational warnings will be issued. The public are reminded that some more residual oils may be released when the vessel parts. The contractors appointed by the vessels owners are dealing with the reports of oil coming ashore on beaches. It is inevitable that some oil will be left in the wreck. However, all parties are working together to ensure that the operation minimises damage to the local environment. Officers from Devon and Cornwall Police will close a number of footpaths around Branscombe prior to the cutting charges being detonated on the MSC Napoli. Emma Webber, Superintendent (Operations) for the forces' North and East Devon Basic Command Unit (BCU) said, "Public safety is of paramount importance to us and as some of the coastal paths are within the 1000 metre exclusion zone from the vessel we will close them on Tuesday from Midday until after the detonation has taken place.

London, Jul 16 - A press report, dated today, states: Explosives could be used to break up Container Carrier MSC Napoli. The Maritime and Coastguard Agency (MCA) is in talks with the Ministry of Defence (MoD) about using explosive charges on the vessel. An MCA spokesman said it was a serious option being considered to separate two parts of the hull. Attempts to flex and break the hull during the spring tide today have not been successful. Discussions are taking place between the Royal Navy and the MCA about using the small explosives charges in a controlled operation to help break the hull. day. The MCA and salvors want to break up the wreck and remove it from the beach. People have been warned to stay out of the water between Seaton and Branscombe following some oil pollution from the vessel. An East Devon District Council spokesperson said: "The beaches themselves are still very much open, people just need to take care in the water." The MCA described the pollution as "minimal" and said the fuel was residual pollution left over from the tanks being pumped out. A number of oil-covered birds have been rescued.

London, Jul 15 - A press report, dated Jul 14, states: People are being warned to stay away from a stretch of beach in Devon due to contamination of the water with diesel fuel from container carrier MSC Napoli. The pollution has been observed between Seaton and Branscombe, where the vessel is beached. The advice from East Devon District Council and the National Trust follows reports of oiled birds at Branscombe. The Maritime and Coastguard Agency said the fuel was residual pollution left over from the tanks being pumped out. Agency spokesman Fred Caygill said the pollution was "minimal." He said: "A lot of the oil and diesel has been broken up naturally. Of course it's regrettable but we are going to have a certain amount of pollution from the tanks." He said an expert from agency's counter pollution and control branch was heading to the scene from London and further measures could be taken to control pollution from the MSC Napoli. The RSPB and the National Trust

said it was concerned about the affect of oil from the vessel on sea birds. A number of oil-covered birds have been rescued.

London, Jul 14 - A press report, dated today, states: Oil from Container Carrier MSC Napoli, yesterday, leaked onto Branscombe beach and blackened seabirds, in the latest mishap for a costly six-month-long salvage operation, officials said. A Maritime and Coastguard Agency spokesman said a small amount of residual oil has washed up on the tide line for a stretch of about 200 metres after leaking from the vessel's tanks during complications in salvaging it. The Royal Society for the Prevention of Cruelty to Animals (RSPCA) rescued what it said were heavily oiled birds believed to be guillemots, from the oil slick. More are expected to be hit in the coming days. A sheen of oil could be seen spreading from MSC Napoli.

Yesterday salvage crews said they were moving the ballast around the vessel to make her esagi, so the two sections would divide, making it easier to dispose of. A spokesman for heritage protection charity the National Trust said it was devastating to see oil washing ashore at Branscombe Beach. "We have asked the contractors on site to urgently deal with any oil and we are placing signs alerting the public," the spokesman said.

London, Jul 13 - A press report, dated today, states: Container Carrier MSC Napoli was beached back on a sandbank off Devon after an underwater inspection revealed that it was too badly damaged to be moved any further. The condition of the vessel raises the prospect of it having to be cut up in situ. The vessel was refloated on Monday and moved 500 metres into deep water so that divers could inspect it thoroughly. It had been hoped it could then be taken clear of the coast, a Unesco world heritage site, and repaired or broken up in port. But the inspection revealed a three-metre gash across the bottom of the ship. A Maritime and Coastguard Agency spokesman said: "It is virtually in two and is being held together by its deck plates." MCA spokesman Toby Stone said MSC Napoli was drifting in the wind towards a new position about half a mile offshore steadied by two tugs. Once it settles on the bottom as the tide ebbs, pumps will fill it with water to stabilise it. It will then be the responsibility of the owners, Zodiac Maritime, to dispose of the ship in consultation with the authorities. Options include floating the bow off, lifting the stern section, or cutting the vessel up where it lies.

London, Jul 12 - A Maritime & Coastguard Agency press release, dated today, states: The Secretary of State's Representative for Maritime Salvage and Intervention, Robin Middleton working with the MCA, has taken the decision today to re-beach Container Carrier MSC Napoli at high tide this afternoon. The vessel will be beached in shallower waters north of where it was originally sitting. Mr Middleton said, "My decision to re-beach MSC Napoli was taken following the refloating of the vessel earlier this week which highlighted the fact that the wreck is in a worse state of deterioration than previously thought, with the crack of the hull being some three metres wide in places. On the basis of these findings the vessel is incapable of being towed."

London, Jul 12 - A press report, dated Jul 11, states: A decision on whether the container carrier MSC Napoli will be towed out of Lyme Bay could take several days, it emerged last night. A team of 20 divers spent yesterday surveying the damaged vessel, hours after it was refloated. The Maritime and Coastguard Agency said a decision about the future of the vessel would be taken once the inspection has been carried out. Spokesman Fred Caygill said that the results of the survey would be studied by naval architects. He said: "That could take up to a week and then all the Government departments involved will have to agree what to do next."

London, Jul 11 - A press report, dated Jul 10, states: Divers have begun to examine the hull of Container Carrier MSC Napoli which was refloated nearly six months after it was grounded off the south Devon coast. The two-day inspection is being carried out by a team of 20 divers in deep water to assess cracks to its hull. The dive survey is taking place today and tomorrow, then the results will be computed by naval architects.

Date :

09 July 2007

Source :

[Lloyd's List](#)

.MSC Napoli - the Zodiac-operated containership beached since a controversial deliberate grounding in January - has successfully been refloated a mile off Sidmouth. A two-hour operation this morning, ordered by the Secretary of State's representative Robin Middleton, saw 58,000 tonnes of water pumped from the holds. A number of support vessels - including a barge with winches and cranes, tugs, an anti-pollution vessel and a dive survey vessel - were in attendance for the operation. MSC Napoli lost more than 100 of the 2,300 containers it was carrying during the casualty, with 58 washed ashore. Around 150 of them were classed as having potentially hazardous contents. The resultant looting generated international headlines, as commodities ranging from perfumes to BMW motorcycles were found ashore. The Maritime and Coastguard Agency said in a statement: "The decision to refloat the vessel has been made to prevent further deterioration in the structure of the ship and to prevent further damage to the environment." Mr Middleton added: "There will come a time when the MSC Napoli cannot be refloated due to the ravages of wind, weather and time, hence our decision at this time. "Once refloated on the early tide Monday, we then intend to hold the vessel off the beach pending a final decision as to its disposal. "This has to be viewed as a holding measure to understand the remaining structural integrity of the vessel which will inform our options."

Date :

09 Juillet 2007

Source :

[Nouvel Observateur](#)

Le porte-conteneurs britannique MSC Napoli, échoué depuis le 20 janvier au large de Branscombe (sud de l'Angleterre), a été renfloué lundi matin et remorqué plus au large pour que l'état de sa coque soit examiné, ont annoncé les gardes-côtes britanniques. Les 58.000 tonnes d'eau encore présentes dans les soutes du navire ont été pompées et il a pu être renfloué après deux heures d'effort. Il a ensuite été remorqué un peu plus au large. Une équipe de plongeurs doit examiner mardi les dégâts occasionnés à sa coque. Le Napoli, pris dans une tempête à l'entrée de la Manche, avait dû être échoué d'urgence, sa structure ayant subi des dégâts importants et menaçant de se fendre en deux, à environ un mille de la petite plage de Branscombe, sur la côte du Jurassique, classée au patrimoine mondial de l'Unesco. Environ 1.900 oiseaux avaient été affectés par les quelque 200 tonnes d'hydrocarbures qui s'étaient écoulées du bateau après son échouage. Plus d'une centaine de conteneurs avaient également été rejettés sur les côtes pendant la tempête, précipitant une véritable "chasse au trésor", avec des scènes de pillage, parmi les habitants des environs. Pendant les opérations de sauvetage du navire, près de 2.300 conteneurs ont été déchargés et quelque 4.000 tonnes d'hydrocarbures pompées. Le navire de 275 mètres, construit en 1991, s'était trouvé en perdition au plus fort d'une tempête qui avait balayé le nord de l'Europe à la mi-janvier. Ses 26 hommes d'équipage avaient pu être évacués par hélicoptère.

Date :

26 March 2007

Source :

[Lloyd's List](#)

Investigators scrutinise MSC Napoli boxes

By Janet Porter Friday 23 March 2007

EVERY container removed from the beached MSC Napoli is being weighed, opened, and the contents examined as investigators search for evidence of undeclared or misdeclared hazardous cargo.

The inspections are being carried out by the Maritime and Coastguard Agency in parallel with the main accident enquiry that the UK's Marine Accident Investigation Branch is conducting, and could result in prosecutions.

Those charged would probably be the consignors, although the cargo screening systems of Mediterranean Shipping Co are also likely to be scrutinised if large quantities of wrongly labelled dangerous goods or over-heavy freight are found.

It is a criminal offence in the UK to not declare dangerous substances and could lead to jail sentences, Captain Jeremy Smart, the MCA's principal enforcement officer, is reminding shippers.

Never before has a regulatory agency had such an opportunity to discover exactly what is carried in a container and whether it matches the official description.

Most major containership casualties have involved fire, explosion or grounding in relatively inaccessible areas, and often involve ships flying an international flag.

The 4,688 teu MSC Napoli, in contrast, is a British-registered ship managed by London-headquartered Zodiac Maritime Agencies and now aground off the south of England where it was deliberately towed in January after starting to break up. The ship, on charter to Mediterranean Shipping Co, had left Felixstowe and was heading for South Africa at the time of the accident.

MSC has refused several requests from Lloyd's List to discuss the casualty and its procedures for dealing with customers whose cargo is now under checked.

Both undeclared and overweight cargo is of growing concern to maritime safety agencies after a spate of spectacular

accidents, one of the most recent being the 5,550 teu Hyundai Fortune which was rocked by massive explosions a year ago after a container blew up, destroying hundreds more.

New containerships now entering service are twice that size, and insurers are working out the cost of the worst case scenario. Addressing a seminar organised by the southeast England branch of the Nautical Institute on undeclared hazardous goods, the TT Club's risk management director Peregrine Storrs-Fox said the total loss of a ship the size of the 11,000 teu Emma Maersk could exceed \$2bn, when the value of the cargo, containers, hull and liabilities are added up.

Classified dangerous cargoes pose relatively little risk if correctly declared, labelled and stowed. In the UK, there have been no fatalities as a result of an accident involving the transport of dangerous goods since 1989, according to Jeff Hart, head of the Department for Transport's dangerous goods division.

Furthermore, goods classified as hazardous are vital to every day life and represent a very large share of all global shipments. Declared dangerous cargo is thought to account for between 5% and 10% of total containerised traffic, but it is the deliberately undeclared that is really alarming regulators.

Mike Compton, technical consultant to the safe cargo handling organisation ICHCA International, describes this as the "dark side" of container shipping.

"We do not know what is inside the container," he told the Nautical Institute seminar. "It's a huge problem."

Date :

21 mars 2007

Source :

[Groupama-Transport](#)

Les médias ont abondamment et fort légitimement relayé fin janvier la grave avarie survenue au porte-conteneurs MSC Napoli au large d'Ouessant, à l'hélicoptéruillage de l'équipage, à son remorquage vers l'Angleterre par les Abeille "Bourbon" et "Liberté", à la pollution sur les plages des Côtes d'Armor, aux marchandises échouées sur les plages anglaises reconvertis le temps d'une tempête en vaste "libre service"... Si nous en parlons dans cette newsletter, c'est parce que Groupama Transport participe à l'assurance "Corps" du navire, à hauteur de 15% comme co-assureur, et participera donc au règlement, à hauteur de ce ratio, correspondant au remboursement de la valeur assurée du navire, déclaré en "perte totale" et voué à la démolition.

Beaucoup d'enseignements sont à tirer de cet événement de mer, qui illustrent les progrès réalisés malgré certains messages plus ou moins sciemment approximatifs : l'efficacité et l'autorité du dispositif de remorquage et sauvetage français dans le rail d'Ouessant, la coopération européenne, en l'occurrence franco-britannique, la notion nouvelle de "port refuge" qui fit cruellement défaut lors du naufrage de l'Erika en 1999, l'évolution de la taille des navires (le MSC Napoli fut lancé en 1991 sous le nom de "CGM Normandie", il fut à cette époque pendant quelques semaines le plus gros porte-conteneurs du monde avec une capacité de 4400 Teus, c'est-à-dire équivalents conteneurs de 20', alors qu'aujourd'hui des navires de la classe du "Emma Maersk" présentent une capacité de 13000...) et le risque de cumuls entre les garanties "Corps" et celles des "Facultés" ou marchandises transportées. Dans le cas présent, les intérêts cargaisons étaient surtout placés en Afrique du Sud, lieu de destination initiale des marchandises, mais le thème du cumul est devenu une préoccupation majeure pour les assureurs Transport.

Date :

12 février 2007

Source :

[Le Monde](#)

Les enseignements du remorquage réussi du "MSC-Napoli"

Ironie du sort, au moment où le procès de l'Erika s'ouvre, les Bretons ramassent à nouveau des galettes de fioul sur leurs plages, issues du porte-conteneurs MSC-Napoli, remorqué sur une plage de Grande-Bretagne après une avarie en Manche, le 18 janvier. La pollution sera au total de faible ampleur en France : 87 m3 de déchets ont été ramassés, et quelque 250 oiseaux sont morts. Pour les spécialistes de la sécurité maritime, la gestion de l'accident du MSC-Napoli a été exemplaire, le dispositif des zones de refuge, sujet hautement polémique, ayant été mis en oeuvre pour la première fois avec succès.

Les gouvernements français et britanniques ont coopéré, et décidé, ensemble, du meilleur endroit où remorquer le navire.

"La pollution aurait été plus importante si le navire avait coulé en Manche, et relâché petit à petit son fioul et sa cargaison sur les côtes", explique Jacky Bonnemains, porte-parole de l'association Robin des bois.

L'idée de désigner des zones pour les navires en difficulté afin de limiter l'ampleur de la pollution éventuelle est née après le naufrage de l'Erika. Dès 2000, la Commission européenne demande aux Etats membres de fournir une liste des sites retenus - ports, criques, ou baies. Les Etats ont renoncé, aucun élu du littoral ne souhaitant voir sa commune désignée.

Seul le Danemark a fourni une liste nominative. Selon la France, tout le littoral peut être concerné. "Depuis un an, tous les lieux d'accueil du littoral ont été recensés par les préfectures maritimes, en fonction du tirant d'eau, des courants, de la sensibilité écologique et économique des lieux, explique le secrétaire général à la mer, Xavier de la Gorce. N'importe quel lieu,

sauf si c'est une falaise, a vocation à devenir un refuge." Mais, selon la Commission européenne, il s'agit d'un malentendu.

"Nous demandons l'élaboration de plans de procédure à mettre en oeuvre en cas d'accident, pas une liste de zones", précise-t-on à la direction des transports.

"DILIGENCES DE LA MONDIALISATION"

Un deuxième litige oppose Commission et Etats membres. Bruxelles souhaite que l'autorité statuant sur le lieu de refuge soit indépendante, pour la préserver des pressions locales. Le souvenir du Prestige demeure : le désaccord entre autorités locales et centrales a conduit à laisser le pétrolier se casser en deux au large de la Galice. La France s'oppose à cette indépendance. "La commission veut que la chaîne de décisions soit identifiée. En France, elle l'est, poursuit M. de la Gorce. Les préfets maritimes sont placés sous l'autorité du premier ministre. Je ne connais pas de préfets indépendants."

La commission cite en exemple l'autorité anglaise Secretory of States Representative, qui a désigné le lieu de remorquage du MSC-Napoli. Mais le secrétaire général à la mer fait remarquer que le ministre des transports britanniques "a donné son accord". Autre enseignement tiré de l'accident du MSC-Napoli : les pétroliers ne sont pas les seuls dangers pour l'environnement. Les porte-conteneurs, ces "diligences de la mondialisation", selon M. Bonnemains, contiennent parfois 15 000 tonnes de carburants et transportent des matières dangereuses.

Date :

05 February 2007

Source :

[Lloyd's List](#)

Napoli cargo claims set to touch \$100m

By James Brewer Friday 2 February 2007

CLAIMS by cargo interests against the owner of the stricken MSC Napoli look to be heading for \$100m.

Insurers including UK composites and leading international companies are continuing to file claims as they check their documents, with many of the items such as luxury car components adding substantial amounts to the total.

If the owner is liable for losses arising from the incident a heavy bill will be presented to the owner, a company represented by the Ofer Brothers, and in turn to its liability insurer, the London P&I Club.

A total claim beyond \$6m would be pooled with other International Group clubs up to a level of \$50m, with group reinsurance called upon beyond that point.

Andrew Nicholas, a partner with law firm Clyde & Co, said that his firm has been instructed in relation to some \$50m worth of cargo, with the figure rising, which he believed represents the greater part of likely 1numbers of cargo insurers around the world, particularly from Europe and South Africa, who had been hit hard by the casualty. Their instructions concerned more than 400 containers, with the indication of total values in the tens of millions of dollars. "We believe that this is just the tip of the iceberg," said a director of the firm. "This is the most instructions we have received before a security payment has even been made, possibly because of the amount of publicity this incident has had around the world."

A spokesman for Zodiac Maritime, operators of the vessel, dismissed any question of unseaworthiness as pure speculation. He said that numerous casualties over the years had involved perfectly seaworthy ships which had been damaged by powerful waves. The January 18 storm in the Channel was the worst for many years.

Meanwhile, Stephen Atkins, a partner at Ince & Co which is representing the salvors, said that actions taken at the scene had vindicated the role of the Secretary of State's Representative, or Sosrep, Robin Middleton.

Mr Middleton had helped in minor incidents previously, and this was the first big case where there had been a real threat of pollution. He had used his powers to enable the ship to be beached on a World Heritage site, for the greater good, and the salvage operation was going well, albeit slowly.

Date :

29 janvier 2007

Source :

[UK Coast Guard](#)

MSC NAPOLI suffered flooding to the engine room during force 8 gales on Thursday 18 January 40 miles south of Cornwall. This occurred in International water within the French Search and Rescue zone. The 26 crew abandoned ship and were safely rescued from their lifeboat by helicopter.

In accordance with the Anglo-French Joint Maritime Contingency Plan (Mancheplan), the Secretary of State's Representative for Maritime Salvage and Intervention (SOSREP) and the French maritime authorities made an on-scene assessment of the condition of the MSC Napoli, and the French authorities assessed a number of possible locations for a place of refuge in French waters. The conclusion arising out of these assessments was that the least environmentally risky option was to tow the vessel to a place of refuge in UK waters. The south coast of England provided better options for a place of refuge than the French coast, where there were no suitable places of refuge within reasonable distance.

After being continuously pounded by bad weather the cracks on both sides of the ship worsened and the stern of the ship gradually started settling lower in the water. With the risk of the vessel sinking the decision was made to beach the vessel and ballast it down east of Sidmouth to minimise the amount of pollution.

A full salvage operation is now in progress and the operation to pump oil from the MSC Napoli is now well underway. Salvors have been pumping oil from the vessel at a rate of 30 tonnes per hour. The process of pumping oil is an uncomfortable and challenging one. Salvors are working in extremely difficult conditions, for example having to climb through small manholes in the deck, wearing breathing apparatus to insert hoses and move them about within the structure of the tank in order to pump out the oil.

On 24 January a further 5 tonnes of oil leaked from an air pipe from the vessel which has now been plugged. This was boomed and sprayed with dispersant and has now dissipated. 990 seabirds have been reported as being washed up on the shore; of these 354 have been taken for treatment at RSPCA Centers. The River Brid and Axe have been boomed to help prevent oil entering. Other rivers may need to be boomed if tidal and wind conditions change.

The number of containers lost from the ship still stands at 103. Of these 56 have been positively identified on the shore and 47 are unaccounted for and are presumed sunk. The owners of the ship have charted a vessel to locate the sunken containers using sonar. Fixed wing aircraft continue to fly over the shipping lanes to ensure that there are no containers which could be problematic to shipping.

Branscombe beach has now been cleared of people and is fenced off as a worksite. Private contractors have begun the operation to clear the debris left by those who scavenged the site at the beginning of the week, as well as clearing the containers on shore.

Volunteers have been flooding the MCA and local authorities with offers of help, we appreciate these offers but we are strongly urging members of the public not to join the clean up operation for health and safety reasons.

The Receiver of Wreck is working with e-Bay regarding a number of items which were advertised on its site after Monday's activities. Those who have already acquired items of wreck are reminded that they must by law report it to the Receiver of Wreck.

Date :

29 janvier 2007

Source :

[Commission Européenne](#)

Les accidents maritimes survenus récemment au sud de l'Angleterre et en Italie illustrent qu'il est nécessaire de progresser rapidement sur les propositions faites par la Commission pour renforcer la sécurité maritime dans les eaux européennes.

La Commission européenne avait proposé dès novembre 2005, sur l'initiative du Vice-président Jacques Barrot, un nouveau paquet de mesures législatives en matière de sécurité maritime visant à la fois à améliorer le volet prévention des accidents et à mieux traiter les conséquences d'un accident maritime.

« Ces deux accidents nous montrent combien il est urgent de compléter et de renforcer encore le dispositif européen en matière de sécurité maritime », a souligné Jacques Barrot, Vice-président de la Commission en charge des transports, suite aux deux accidents maritimes survenus au sud de l'Angleterre et dans le détroit de Messine en Italie.

L'une des propositions de la Commission vise à renforcer les dispositions de la directive existante sur le suivi du trafic des navires afin d'améliorer l'accueil des navires en détresse dans les lieux de refuge. La proposition établit d'une part le principe selon lequel les navires en détresse doivent être accueillis dans un lieu de refuge, sous réserve bien entendu de l'évaluation de la situation par l'autorité compétente et garantit d'autre part une décision par une autorité indépendante, dans l'intérêt public général et à l'abri des pressions locales. Il s'agit en effet de réduire le risque d'une pollution majeure touchant le littoral de plusieurs États membres.

A cet égard, la Commission tient à saluer l'efficacité de la prise de décision des autorités britanniques en ce qui concerne

l'accueil du navire en détresse MSC Napoli, qui s'est faite en toute indépendance et après une analyse objective de la situation, ce qui a permis d'éviter une catastrophe majeure. C'est pourquoi la Commission considère qu'il est indispensable de progresser rapidement sur cette proposition et compte sur le soutien de la Présidence allemande et des États membres au Conseil pour accepter le principe de l'accueil dans un lieu de refuge et la garantie d'une prise de décision indépendante.

Le MSC Napoli est susceptible de causer un certain nombre de dommages aux tiers. Ces dommages peuvent avoir pour origine la cargaison de produits toxiques. Ces dommages peuvent également être liés à une pollution par ses hydrocarbures de soute. Pour ces deux types de dommages, il existe des conventions internationales sur la responsabilité et l'indemnisation: la convention sur les substances toxiques et potentiellement nuisibles (dite « HNS » pour hazardous and noxious substances) et la convention sur les hydrocarbures de soute. A cet égard, la Commission exprime sa préoccupation face au faible nombre de ratifications de ces Convention et réitère sa demande aux États membres pour qu'ils ratifient au plus vite ces Conventions de manière à garantir l'indemnisation des dommages causés par les navires.

La Commission estime qu'il est également crucial d'aller de l'avant sur les autres dossiers relevant du 3ème paquet « sécurité maritime ». Elle a notamment proposé un règlement portant sur l'indemnisation des dommages aux passagers en cas d'accidents visant à protéger les personnes blessées lors d'un accident maritime, y compris lorsqu'il s'agit de transport domestique. La collision dans le détroit de Messine entre un ferry et un porte-containers, qui a fait plusieurs dizaines de morts et de blessés témoigne de la nécessité d'une action en la matière au niveau communautaire.

Enfin, la Commission européenne souligne qu'il est déterminant de faire toute la lumière sur les facteurs à l'origine de ces accidents. Dans ce contexte, elle estime que l'adoption de sa proposition de directive sur les enquêtes après accidents serait de nature à garantir l'efficacité, l'objectivité et la transparence des enquêtes maritimes.

La Commission se félicite du soutien du Parlement européen sur le 3ème paquet « sécurité maritime ». Elle entend par ailleurs travailler étroitement avec la Présidence allemande afin de garantir des avancées décisives sur l'ensemble du paquet au cours des prochains mois.

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Date :

29 janvier 2007

Source :[Mer et Marine](#)

L'affaire du sauvetage du porte-conteneurs MSC Napoli a démontré le bien fondé du renforcement des moyens d'assistance et de sauvetage de la Marine nationale. A cette occasion, les Coast Guards britanniques se sont d'ailleurs révélés particulièrement démunis. Si les Sea King de la Royal Navy, arrivés quelques minutes avant les hélicoptères français, ont assuré l'hélitreuilage des 26 membres d'équipage du Napoli, le 18 janvier, l'ensemble des opérations de mise en sécurité du navire a, ensuite, été mené grâce aux moyens français. Bien que présent, le rôle du remorqueur Anglian Princess a été des plus limités, se bornant au mouillage des ancrès en baie de Lyme. C'est à la suite des naufrages de l'Erika (1999) et du Prestige (2002), que le gouvernement français a décidé de renforcer les moyens matériels mis à la disposition des préfets maritimes. Deux grands remorqueurs d'intervention, d'assistance et de sauvetage (RIAS) ont été commandés. Propriété du groupe BOURBON, les Abeille Bourbon et Abeille Liberté sont affrétés pour une période de 8 ans, renouvelable sur deux périodes de 3 ans. Basés respectivement à Brest et Cherbourg depuis 2005, les deux navires disposent d'une traction au point fixe de 209 tonnes, leur permettant de prendre en charge les plus grands bateaux de commerce, comme les porte-conteneurs géants ou les supertankers.

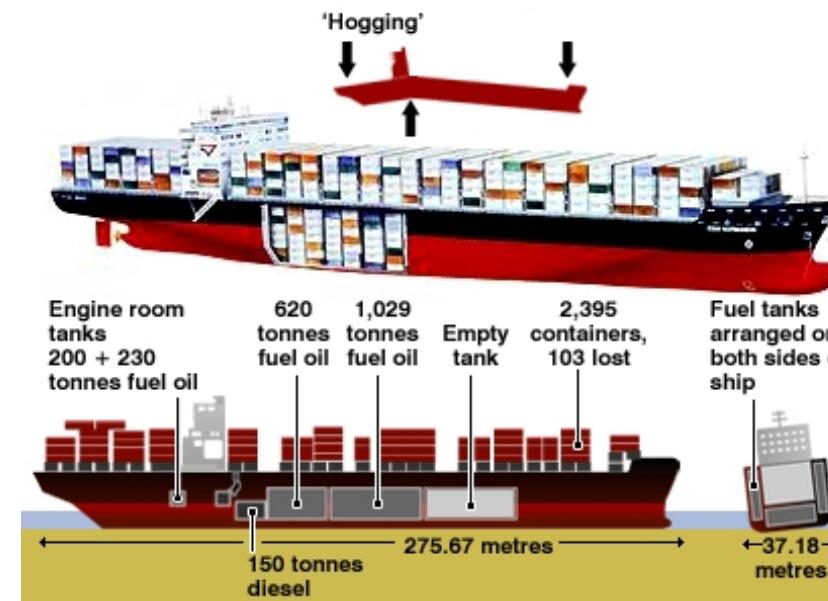
Affrètements et moyens propres

Si les deux nouveaux RIAS ont remplacé les célèbres Abeille Flandres et Abeille Languedoc à la pointe Finistère et dans la presqu'île du Cotentin, leurs prédécesseurs sont toujours au service de l'action de l'Etat en mer. Affrétés en 1979 suite à la catastrophe de l'Amoco Cadiz, les deux remorqueurs ont été redéployés à Toulon et La Rochelle, permettant ainsi à la marine de disposer de moyens adaptés dans les grandes zones à risques du littoral. En plus des capacités de remorquage importantes, les autorités françaises ont également investi dans des moyens de lutte anti-pollution performants. En propre, la marine dispose de plusieurs navires. Outre les remorqueurs de haute mer Malabar et Tenace, basés à Brest, le bâtiment de soutien de région Elan (Cherbourg) a été doté de moyens de lutte anti-pollution et de récupération de conteneurs. Comme pour les RIAS, l'Etat a également recours aux affrétings. En 1988, les Alcyon et Ailette ont rejoint Brest et Toulon. Appartenant à l'armement Surf, ils disposent de capacités de remorquage et de lutte contre la pollution et les incendies. Six ans plus tard, ils ont été rejoints par la Carangue (Les Abeilles International) à Toulon puis, en 2004, par un navire flambant neuf, l'Argonaute, basé à Brest. Egalelement propriété de LAI, l'Argonaute est un grand navire spécialisé dans le traitement de la pollution. Il a notamment participé, la semaine dernière, à la pose des barrages flottants autour du MSC Napoli. Enfin, l'année dernière, sous l'impulsion de l'Europe, un câblier d'Alcatel et Louis Dreyfus Armateurs, l'Île de Bréhat, a été transformé à Brest. Affrété par l'Agence Européenne de Sécurité Maritime, il a été équipé pour embarquer des bras télescopiques, bouées et barrages flottants, ses cuves pouvant désormais servir au stockage des hydrocarbures. Si l'Île de Bréhat n'est pas, financièrement, pris en charge par la France, le reste des moyens dédiés à l'action de l'Etat en mer a un prix, environ 15.000 euros par jour environ pour l'affrètement de la seule l'Abeille Bourbon. Ce coût est, néanmoins, à mettre en rapport avec les dégâts que peuvent occasionner une marée noire telle que celle de l'Erika, à savoir plusieurs centaines de millions d'euros.

Date :

28 janvier 2007

Source :[flickr.com](#)



INTRODUCTION

Much of the reportage in the popular Media of the MSC Napoli saga would appear to have been overly sensationalised. Here then are most of the more relevant facts as condensed from sources within the International Maritime sector and agencies of government in the United Nations, France and the United Kingdom.

BACKGROUND

Built in Korea in 1991 as the CGM Normandie, the MSC Napoli was the first Post-Panamax and world's largest container ship when she entered service in January of the following year. With a displacement of 62,277 tons (D.W.T), she is 898 feet long and 120 feet wide.

Deployed on a 63-day North China Express service, and while passing at high speed through the Malacca Strait on the 27th of March 2001, the vessel ran aground at 11 pm on the Helen Mar Reef and was not refloated until the 22nd of April.

Subsequently repaired in Vietnam at a cost of US\$5 million, more than 3,000 tonnes of Steel were welded onto the hull.

Sold in September 2002 by the French Lines (CGM) to clients of Zodiac Maritime Agencies for US\$31 million, she was chartered back on a 3 year contract at US\$21,775 per day. Now British flagged, she is owned by Metvale Ltd of the British Virgin Islands, managed by Zodiac Maritime Agencies Ltd of London and was chartered to the Mediterranean Shipping Company of Switzerland, which operates 318 container vessels.

MSC Napoli had undergone three port state control inspections in the past 12 months, and an Annual Survey at Istanbul on the 15th of November, 2006. At Le Havre, a week later, deficiencies with machinery, fire doors and the lightening system were discovered. Subsequent rectification of these matters collectively merited the issue of a so-called "condition of class" recommendation.

LAST VOYAGE

The MSC Napoli sailed from Antwerp on Wednesday, 17th January bound for South Africa via Portugal carrying 41,700 tons of merchandise in 2,394 (out of a possible 4,734) containers. The vessel was due to unload almost half of her containers at South African ports of Cape Town, Port Elizabeth and Durban. The cargo includes more than 1,000 tonnes of Nickel for the South African Stainless Steel producer Columbus Stainless. Valued in excess of US\$40 million, this is sufficient Nickel to manufacture approximately 13,000 tons of high grade non-magnetic Stainless Steel.

At 10.30 am the following morning the vessel broadcast a distress signal when, in a South-westerly severe Gale Force 9, with forty to fifty feet swells, she began to take on water through a 3ft by 1ft 6in crack on her starboard side shell plating adjacent to the engine room (but according to information from the French coastguard, the ship sustained two 1.5 m cracks on both sides, leaving it potentially at risk of a split).

The 26 crew (including two young British cadets, as well as seamen from Bulgaria, Ukraine, Turkey, India and the Philippines) abandoned ship 45 miles Southeast of Lizard Point, on England's Southwest tip, and were rescued by two Royal Navy Sea King Helicopters from 771 Squadron, RNAS Culdrose in Cornwall.

By 3.30 pm the ship was under tow at 6.5 knots to the French tug Abeille Bourbon out of Brest. The line parted at 5.00 am

on Friday morning and the ship drifted out of control for several hours in the Channel. A tow was eventually re-established, but a specialist pollution treatment vessel stood by in case the vessel began to break up.

SALVAGE

Aerial photographs taken at the time that her crew were rescued indicate that the vessel's back is badly hogged and quite possibly broken. Following further concerns that she was about to break up while being towed to Portland, the vessel was grounded about a mile off Branscombe Beach in Lyme Bay, Devon, (165 miles Southwest of London). This vicinity is a designated "place of refuge" for use by ships in distress, in conformity with guidelines agreed by the United Nations International Maritime Organization (IMO). It would therefore seem likely that the MSC Napoli will be dismantled where she now lies. It has been estimated that the salvage operation will take about a year to complete and cost in the region of US\$15-20 million.

A Dutch crane-equipped pontoon, the 'Bigfoot 1' was dispatched by Sarens, a Belgian crane operator from Rotterdam on the evening of Tuesday, January 23 and arrived off Branscombe Beach on Friday, 26th. Its role is to lift off containers and place them on board the Norwegian deck cargo barge 'Boa Barge 21'. This barge will land the containers at Portland. It is intended that this operation will commence during Saturday 27th. and begin at the Napoli's stern, with the 'Bigfoot 1' moored to form the cross of a "T" with the sunken ship. This will position the barge well clear of the 3,365 ton Falmouth tanker 'Forth Fisher', which is moored to the Port side of the container ship.

With accommodation for 28, the 856 ton 'Union Beaver' (ex Salvage Chief, 1991) is acting as a floating base for salvage personnel. The salvage operation is proceeding with the intention of achieving a refloating. However, it could be some time before it becomes clear as to whether this is possible. Temporary repairs are under way on board the vessel. The salvage team is using special resin to fill cracks and pumps are being used to remove water from cargo holds 3 and 4.

FOOTNOTES

The ship's fate could well turn out to be a parallel to that which befell another container ship, the C P Valour in December 2005, when she grounded in the Azores. Using crane equipped pontoon barges, her cargo was removed and she was then dismantled to deck level, before being towed off the beach. A sequence of 26 photos illustrating her fate can be viewed at www.flickr.com/photos/tags/cpvalour/

MSC Napoli could well be the second largest ship ever to be lost by disaster, exceeded only by the 1,031 foot Seawise University [ex Queen Elizabeth], which burnt at Hong Kong in 1975.

Date :

26 janvier 2007

Source :

[Google](#)



Date :

26 janvier 2007

Source :[Libération](#)

Sur la digue de Sidmouth, petite station balnéaire de l'ouest de l'Angleterre, les regards scrutent le large, les jumelles et les appareils photo passent de main en main. Planté au milieu de l'horizon, le MSC Napoli offre à la vue des curieux sa silhouette penchée d'où s'échappe un filet noir de 8 km de long sur 30 mètres de large.

Tout a commencé le 18 janvier. Parti d'Anvers pour le Portugal, le navire de la compagnie Zodiac Maritime croise la tempête qui ravage l'Europe. Alors qu'il navigue au large de l'Angleterre, des vents violents créent des fissures dans la salle des machines. Peu après, les 26 membres d'équipage sont évacués par hélicoptère. Mais le sauvetage du vaisseau de 62 000 tonnes s'annonce plus complexe. D'abord remorqué vers Portland, refuge à la topographie idéale pour les bateaux en perdition, le porte-conteneurs est échoué à 1 500 mètres des côtes de Branscombe (Devon), car la coque menace de rompre.

Depuis, les autorités tentent de minimiser les dégâts. Un seul objectif: éviter une marée noire de l'ampleur de celles provoquées par le Prestige ou l'Erika. Or le MSC Napoli contient 3 500 tonnes de fuel lourd. Selon l'Agence des gardes-côtes, 200 tonnes de carburant léger se sont déjà échappées de la salle des machines. Mardi, le tableau s'assombrit : 900 guillemots et 200 goélands sont retrouvés mazoutés sur les plages du Devon. Trois dauphins se sont échoués non loin du site.

Plongeurs. Les associations de défense de l'environnement s'inquiètent, d'autant que la côte touchée est classée au patrimoine mondial de l'Unesco. «Les autorités tentent de nous rassurer en disant que le carburant échappé est pour une grande partie de type léger et qu'il se dilue facilement dans la mer. Mais il se déplace aussi plus vite et le nombre d'animaux et de végétaux touchés risque d'être plus important», s'alarme Graham Madji, porte-parole de la RSPB, une association de protection des oiseaux.

Pour éviter plus de dégâts, les efforts s'intensifient. Pendant que des plongeurs s'efforcent de colmater la fuite, le Forth-Fisher a commencé le pompage. L'opération devait, selon les autorités, prendre une semaine. Mais la mission des équipes envoyées sur le site n'en sera pas terminée pour autant : les 2 000 conteneurs devraient commencer à être débarqués ce week-end. Parmi eux, 165 contiennent du parfum, des acides pour batterie et des composants gazeux employés dans les airbags. Autant de produits jugés toxiques par le Code maritime des marchandises dangereuses.

Mais le problème ne vient pas seulement des caisses restées à bord : 103 conteneurs, dont quatre jugés dangereux, sont passés par-dessus bord lors de la tempête. Et au détour du week-end, une foule d'opportunistes s'est relayée sur les plages de Branscombe pour recueillir les marchandises. Paquets de couches, produits de beauté sont récupérés sous le regard d'abord bienveillant de la police. La loi britannique autorise en effet toute personne à emporter une marchandise rejetée par le ressac à condition qu'elle la déclare dans un délai de vingt-huit jours et accepte de retourner l'objet, en cas de réclamation du propriétaire ou de l'assureur.

Gangs. Un jeu de dupes ? Peut-être. Tant que le pillage restait limité à de petits objets. Lundi soir, l'histoire a pris un nouveau tour, quand les pilleurs se sont attaqués à des conteneurs encore scellés. «Si nous avions pu récupérer les conteneurs fermés en état, nous aurions limité les dégâts. Là, des gangs entiers, venus de plusieurs kilomètres à la ronde, ont désossé au pied de biche des caisses fermées pour récupérer des motos BMW neuves. La plage est devenue un carnage. Le dégât environnemental a augmenté de 800 % !» regrette amèrement Mark Rodaway, officier principal des gardes-côtes. «Il faut doubler les barrières et contraindre toute personne en possession d'un objet à le laisser sur le site», ajoute-t-il à l'attention de ses troupes.

Trop tard sans doute. Sur la plage, des milliers de cartons et de plastiques d'emballage jonchent le sable, derniers vestiges d'une chasse au trésor improvisée.

Date :

25 janvier 2007

Source :[Le Monde](#)

Grande-Bretagne : le pillage du "MSC-Napoli" a servi d'exutoire dans une région frappée par la précarité LONDRES ET SIDMOUTH (DEVON) ENVOYÉS SPÉCIAUX

Qui sont ces gens ? La Grande-Bretagne interloquée s'interroge après les folles journées de pillage collectif des conteneurs du MSC-Napoli, échoué sur la plage de Branscombe, sur la côte du Devon, au sud-ouest de l'Angleterre. "Un comportement abject", s'est insurgé Robin Middleton, responsable des opérations de secours, à propos des scènes de vandalisme et de cupidité retransmises en boucle par la télévision.

Une fois passée l'euphorie des premières découvertes, les habitants de Branscombe sont dégoûtés par l'ampleur des pillages. Ils se demandent pourquoi il a fallu tant de temps aux autorités pour remettre de l'ordre. "Au début il n'y avait que les locaux, raconte Keith Clayton. Après sont arrivés des gangs de Manchester et Liverpool. De vrais voyous. Il y a une différence entre prendre des tubes de mousse à raser et des sacs de nourriture pour chiens, ce que j'ai fait, et aller fracasser des conteneurs pour y prendre des boîtes de vitesse."

Comme le reconnaît ce jardinier de profession, âgé de 63 ans, une partie des vandales, dans un premier temps du moins, était bel et bien des locaux. Village ravissant de la côte jurassique, dans le Devon, au milieu du bocage qui débouche sur des plages, site naturel placé au patrimoine de l'Unesco, Branscombe est un rêve pour les riches retraités et les résidences secondaires des cadres de la City.

Mais, à moins de vivre chez leurs parents, les jeunes du coin ont du mal à suivre et sont contraints de louer des pavillons dans les environs de Sidmouth, la ville la plus proche, ou dans la banlieue d'Exeter, le chef-lieu. Il s'agit de "petits blancs" aux emplois saisonniers précaires, essentiellement dans l'industrie touristique, la pêche ou l'agroalimentaire.

Au clivage économique nord-sud de l'Angleterre se juxtapose, en effet, un autre clivage moins médiatisé, entre l'est et l'ouest du pays. Après Londres et le couloir de la haute technologie qui va jusqu'à Bristol, au-delà de la vieille ville universitaire d'Exeter, s'étend une région rurale en difficulté. Ici, en 2005, le revenu hebdomadaire s'est élevé à 370,60 livres contre 475,80 livres au niveau national.

Désavantagé par les lacunes du réseau de transport, la dispersion de la population, l'absence de centres du savoir, le comté du Devon et des Cornouailles est à la traîne des indicateurs en matière de croissance et d'emploi.

L'accès principal à la plage de Branscombe est maintenant fermé par une grille. La police a reçu l'ordre de suivre les instructions des gardes-côtes, lesquels font valoir leurs droits d'empêcher les passants de s'emparer des marchandises.

Le Merchant Shipping Act, adaptée d'une loi du XVIII^e siècle contre les naufrageurs qui piégeaient les cargos à l'aide de faux phares, permet de récupérer un objet échoué mais pas de forcer un conteneur. Ceux qui s'emparent d'un bien n'en deviennent propriétaire que s'il n'est pas réclamé au bout d'un an. Ils ont vingt-huit jours pour le déclarer à l'agence des gardes-côtes, qui a annoncé que les contrevenants seront poursuivis en justice.

L'appel des autorités a été partiellement entendu. Pris de remords, des pillards ont remis quelques tableaux, photos et tapis provenant d'une malle pleine d'effets personnels à destination de l'Afrique du sud. Le pompage du fioul s'est poursuivi sur le cargo immatriculé au Royaume-Uni qui a déjà répandu 63 tonnes de carburant dans la mer et deux tonnes et demies de fioul lourd sur les 3 500 tonnes qui étaient contenues dans les réservoirs. La marée noire qui s'en échappe s'attaque à la faune - plus de mille oiseaux ont été mazoutés - la flore et menace in fine des centaines d'emplois. Sur les 2 400 conteneurs transportés sur le bateau, 103 se sont échappés, dont trois contiennent des matières dangereuses.

L'histoire du MSC-Napoli, mis en activité en 1991, ressemble malheureusement à beaucoup d'autres, à l'instar de l'Erika, en 1999, ou du Prestige, en 2002. Avec les mêmes images et la même question : comment est-ce encore possible ?

L'armateur, Maritime Shipping Company, a été accusé par le syndicat britannique des transports Nautilus d'employer des équipages hétéroclites, peu qualifiés et sous-payés, recrutés dans des pays du Tiers Monde. Pas moins de huit nationalités différentes étaient représentées à bord, enchevêtrément qui ne facilite pas la communication en cas de catastrophe.

"A plusieurs reprises, la compagnie a été en rupture des normes de la fédération internationale du Transport", souligne Nautilus. Quant à l'opérateur du porte-conteneurs, Zodiac Maritime, il est expert dans la maintenance des vieux bateaux avec tous les risques en matière de sécurité que cela comporte.

Marc Roche à Londres, Marion Van Renterghem à Sidmouth

Date :

24 janvier 2007

Source :

[Les Affaires.com](http://www.lesaffaires.com)

Un naufrage fait monter le prix du nickel

24 janvier 2007

Jesse Caron, LesAffaires.com

Le naufrage d'un navire cargo dans les eaux britanniques a fait monter en flèche le cours du nickel sur les marchés mondiaux. Le navire britannique MSC Napoli s'est échoué jeudi dernier à 265 km au sud-ouest de Londres, après avoir été endommagé dans une tempête. Parmi les marchandises qu'il transportait se trouvaient environ 1 000 tonnes de nickel, rapporte le *Globe and Mail*.

Le sort de cette cargaison de nickel demeure actuellement incertain, puisque même si le bateau n'a pas coulé, une centaine de conteneurs ont passé par-dessus bord.

Les 1 000 tonnes du métal représentent tout près de 20 % des réserves de nickel identifiées par le London Metal Exchange (LME). Les inventaires totaux de 5 052 tonnes ne permettent même pas de répondre à la demande mondiale pour deux jours complets.

Résultat : le cours du nickel a terminé la journée d'hier à 38 200 \$US au LME. Cette valeur constitue un record pour une cinquième séance d'échanges de suite. À ce prix, le nickel se vend 15 % plus cher qu'au début de 2007, et deux fois et demi plus cher qu'il y a un an.

La menace d'une grève chez Xstrata Nickel – l'ex-Falconbridge – à Sudbury ont également contribué à la toute dernière flambée du prix de la ressource. Les installations ontariennes de Xstrata Nickel produisent quelque 63 000 tonnes du métal par année, soit 4 % de sa production totale annuelle.

Date :

24 janvier 2007

Source :

[Lloyd's List](#)

MSC Napoli salvage may cost 'up to \$20m' in event of break-up

Difficult operation hinges on weather conditions which have so far remained favourable for salvors who are using Scopic for insurance purposes, writes Sandra Speares Wednesday 24 January 2007

SALVING the MSC Napoli could cost \$15m-\$20m should the vessel break up, according to salvage experts.

While potential costs are difficult to estimate at this stage of the operation, experts yesterday suggested to Lloyd's List that the salvage operation has the potential to turn into a multi-million dollar operation.

At present, the salvage effort is concentrated on removing the ship's bunkers, after which work will begin on removing containers on board in preparation for an attempt to tow the vessel into port.

The decisive factor affecting operations remains weather conditions which were yesterday considered to be favourable for the salvage operation, according to a statement by the vessel's operators Zodiac.

The salvors have signed a Lloyd's Open Form with a Special Compensation P&I Club Clause, which can be invoked by the salvor at any time during the operation.

According to an industry specialist, the advantage of using Scopic in a salvage situation is insurance interests are all represented by the Special Casualty Representative. This limits the number of surveyors inspecting the vessel, as well as making the command and control of the salvage operation a simpler matter for Secretary of State's Representative Robin Middleton, particularly in cases where there is a pollution risk.

At present, Zodiac says that the ship's main fuel tanks have not been breached and there are booms around the vessel to prevent the spread of any pollution.

The International Tanker Owners Pollution Federation, which advises on clean-up operations, is in attendance.

In the event of the ship breaking up, the use of Scopic offers a relatively seamless transition to wreck removal.

As far as the responsibilities of the ship's insurers are concerned, cover for the salvage operation lies with the property insurers.

If the ship becomes a wreck, then the removal is payable by the ship's P&I club.

Salvage experts say it is difficult to put a price tag on how much would be payable for the salvage operation. Taking the ship under tow to a port, or — if it is declared a constructive total loss — sinking the ship in deep water represent the most cost effective solutions.

In the event of the ship having to be cut up and removed in pieces, costs could run to many millions of dollars involving the use of specialist cutting equipment which relatively few companies can mobilise quickly.

A spokeswoman for CMA CGM said recently that salvage work for the Rokia Delmas, which ran aground close to La Rochelle last October, suffered because no heavy industrial equipment necessary for the removal was currently available on the French Atlantic coast.

Date :

22 janvier 2007

Source :

[Reuters](#)

LONDRES (Reuters) - Des résidus de pétrole s'échappent des flancs du porte-conteneurs "Napoli", qui a été remorqué jusqu'à la côte anglaise du Devon pour éviter qu'il ne sombre avec sa cargaison dans la Manche.

Selon les garde-côtes britanniques, la fuite à bord de ce navire battant pavillon britannique a atteint quelque huit kilomètres de long.

Le navire, abandonné par son équipage après que son safran eût été endommagé dans la tempête jeudi, transportait 2.400 conteneurs.

Plus de 200 d'entre eux ont été perdus en mer ou se sont échoués sur le littoral en raison de sa gîte de 18 à 25° depuis qu'il a été volontairement échoué ce week-end au large de Lyme Bay, sur la côte sud-ouest de l'Angleterre.

D'après un communiqué des garde-côtes, les résidus de pétrole en fuite proviendraient de la salle des moteurs désormais noyée.

Environ 200 tonnes de pétrole se seraient déjà échappées du porte-conteneurs mais cette fuite, ont assuré les garde-côtes, ne présente pas pour le moment de menace grave pour l'environnement.

Des équipes espèrent pouvoir commencer à pomper dès ce lundi les 3.000 tonnes de pétrole toujours présentes dans les soutes du "Napoli" mais les spécialistes pensent que l'opération pourrait prendre plusieurs jours compte tenu de l'aspect visqueux du produit.

A chaque marée haute, le navire échoué se remet à flotter et pourrait à chaque occasion faire naufrage. Le navire, qui mesure 275 mètres de long, se rendait de Belgique au Portugal.

Une partie des conteneurs arrimés à bord contiendrait des produits potentiellement dangereux, notamment du liquide pour batteries et des pièces détachées automobiles.

Le propriétaire du "Napoli" a fait appel aux services d'une société de gardiennage privée pour surveiller les conteneurs disloqués qui se sont échoués sur les rivages du Devon, à la grande stupeur des défenseurs locaux de l'environnement.

Le public anglais a quant à lui été prié de ne pas s'approcher de trop près des conteneurs.

Date :

22 janvier 2007

Source :

[TF1](#)

La chasse au trésor est ouverte. Les habitants des environs de Branscombe, sur la côte sud-ouest de l'Angleterre où le porte-conteneurs britannique MSN Napoli est échoué, se sont livrés la nuit dernière à un important travail de fouille. De nombreux objets échappés des conteneurs, tels des tonneaux, des chaussures, et même des motos ont ainsi été récupérés par des locaux. Ce matin, certains habitants continuaient d'arpenter la plage à la recherche de pièces de voitures, dont des pots d'échappement et des volants.

Les forces de l'ordre sont restées impuissantes face au spectacle, cette pratique n'étant pas considérée comme illégale. Pour faire face, l'armateur du navire a engagé une société de sécurité, selon l'agence maritime et des garde-côtes.

Remorquage imminent

En tout, ce sont 101 conteneurs qui ont été perdus, mais d'autres conteneurs pourraient encore tomber à la mer si les vents tournaient. 200 tonnes d'hydrocarbures se sont par ailleurs échappées du bateau, laissant une traînée de 8 km d'huile de moteur dans le sillage du navire.

Un bâtiment spécialisé dans le remorquage côtier et la lutte anti-pollution fait actuellement route vers le MSC Napoli. Envoyé par la France, ce navire de soutien baptisé L'Elan, va aider les autorités britanniques à décharger le porte-conteneurs, a-t-on appris auprès des autorités maritimes. Le processus de pompage des quelque 3 500 tonnes de carburant contenues dans la soute, devrait prendre une semaine

Date :

22 janvier 2007

Source :

[Préfecture Maritime de la Manche](#)

Les autorités maritimes britanniques, qui conduisent les opérations de traitement du porte-conteneurs MSC Napoli, stabilisé hier au nord de la baie de Lyme avec sa ligne de mouillage tribord, ont donné liberté de manœuvre au remorqueur d'intervention, d'assistance et de sauvetage (RIAS) français Abeille Bourbon.

L'Abeille Bourbon, qui a participé aux opérations de remorquage et de mise en sécurité du porte-conteneurs MSC Napoli, a donc achevé sa mission et quitté la baie de Lyme. Ce remorqueur d'intervention a repris sa position d'alerte dans la zone maritime de la pointe de Bretagne au profit de la préfecture maritime de l'Atlantique.

L'Abeille Liberté et le bâtiment de soutien, d'assistance et de dépollution (BSAD) Argonaute restent en baie de Lyme à la disposition des autorités maritimes britanniques. Le bâtiment de soutien de région Elan, qui a appareillé cette nuit depuis le port militaire de Cherbourg, est arrivé dans les eaux territoriales britanniques à la mi-journée et apporte également des capacités complémentaires de remorquage de conteneurs et de dépollution aux autorités.

Les actions de récupération du fuel lourd du MSC Napoli, dont les soutes ne présentent actuellement pas de fuites, devraient débuter demain avec des moyens industriels.

Les conteneurs tombés à l'eau, qui ne sont pas arrivés sur les côtes de la baie de Lyme, sont situés dans une bande de 6 nautiques (11 km) à l'est du porte-conteneurs.

La pollution de surface, signalée hier, concerne des produits légers qui se dispersent rapidement.

Les conditions météorologiques en mer ont évolué avec l'établissement d'un flux de Nord assez fort

Date :

21 janvier 2007

Source :

[Préfecture Maritime de la Manche](#)

Cherbourg, le dimanche 21 janvier 2007 Préfecture maritime de la Manche et de la mer du Nord Communiqué de presse N° 4

Point de situation sur le porte-conteneurs MSC Napoli en baie de Lyme

Les opérations de mise en sécurité du porte-conteneurs MSC Napoli et de son chargement se poursuivent sous la direction des autorités maritimes britanniques. La partie arrière du navire est posée sur le fond, tandis que l'avant a été stabilisé avec le mouillage de l'ancre tribord puis de l'ancre bâbord par le remorqueur britannique Anglian Princess. Au dernier décompte à bord du navire, 101 conteneurs sont tombés à l'eau. Une partie d'entre eux s'est échouée sur le littoral à l'intérieur de la baie de Lyme (Grande Bretagne). Des moyens de pompage ont été mis en place à bord du MSC Napoli pour procéder dès que possible à la vidange des soutes de combustibles. Les moyens français déployés, mis à disposition des autorités britanniques sont :

RIAS (remorqueur d'intervention, d'assistance et de sauvetage) Abeille Bourbon ; RIAS Abeille Liberté ; Bâtiment de soutien, d'assistance et de sauvetage Argonaute. Ils seront rejoints demain en fonction des conditions météorologiques par le BSR (bâtiment de soutien de région) Elan basé à Cherbourg. Météorologie sur zone : vent de secteur ouest pour 25 Nœuds (environ 50 km/h) avec des rafales à 40 nœuds (75 km/h), creux de 1,5 mètre.

Date :

21 janvier 2007

Source :

[Préfecture Maritime de la Manche](#)

Communiqué de presse N° 3 (rectificatif)

Point de situation sur l'assistance au porte-conteneurs MSC Napoli en baie de Lyme

L'estimation du nombre de conteneurs signalée dans le communiqué de presse diffusé par la préfecture maritime en fin de matinée a été réalisée avant le lever du soleil sur la baie de Lyme.

Les investigations menées plus précisément à bord du navire dans le courant de la matinée ont précisé le nombre de 97 conteneurs tombés à la mer (au lieu de 150 annoncés).

La Grande-Bretagne, qui dirige les opérations de mise en sécurité du " MSC Napoli ", mobilise d'importants moyens spécialisés d'assistance, de remorquage et de lutte contre les pollutions à proximité du MSC Napoli dans la baie de Lyme pour faire face à l'évolution de la situation et prévenir tout risque vis-à-vis de l'environnement et de la santé publique (site web : <http://www.mcga.gov.uk>).

Tard hier soir, le navire a pris davantage de gîte sur son côté tribord atteignant 25°. La météo sur zone cette nuit a été défavorable avec un vent en rafales atteignant 47 nœuds (près de 90 km/h) et une mer formée avec des creux pouvant atteindre 2 mètres. Une amélioration des conditions météorologiques est attendue en fin de journée.

Son inclinaison a provoqué pendant la nuit la chute d'environ 100 conteneurs à proximité du point d'échouage.

Les moyens spécialisés français suivants sont maintenus à la disposition des autorités britanniques :

remorqueurs d'intervention " Abeille Bourbon " et " Abeille Liberté " ;

bâtiment de soutien, d'assistance et de dépollution " Argonaute " .

Le bâtiment de soutien de région " Elan ", basé à Cherbourg, doté d'un dispositif de remorquage de conteneurs, de moyens de lutte antipollution, appareillera dès que les conditions météorologiques permettront un transit vers la baie de Lyme.

Date :

21 janvier 2007

Source :

[Préfecture Maritime de la Manche](#)

Le porte-conteneurs MSC Napoli, en difficulté depuis le jeudi 18 janvier à l'ouvert de la Manche, au nord de la Bretagne, est arrivé hier soir dans les eaux territoriales britanniques, dans la partie ouest de la baie de Lyme, remorqué par les Abeilles Bourbon et Liberté.

Dans la matinée du samedi 20 janvier 2007, les autorités britanniques, en charge de la mise en sécurité du porte-conteneurs, ont pris la décision d'échouer volontairement le navire en baie de Lyme.

Cette décision a été prise après analyse des risques présentés par les brèches constatées sur la coque, et dans le but de limiter l'impact d'une éventuelle rupture de celle-ci.

L'opération a débuté dans l'après-midi. Elle a permis de poser le navire sur le fond, à environ 2 km de la côte.

Les navires français Abeille Bourbon de Brest, et Abeille Liberté de Cherbourg ainsi que le bâtiment de soutien, d'assistance et de dépollution Argonaute participent aux opérations de mise en sécurité de la coque dans le cadre du MANCHEPLAN, accord de coopération mutuelle franco-britannique en matière d'assistance et de lutte contre les pollutions.

Date :

18 to 20 January 2007

Source :

[Préfecture Maritime de l'atlantique](#)

Télécharger [ici](#) les communiqués de la Préfecture Maritime de Brest relatifs à cette Fortune de Mer

Date :

January 2007

Source :

[Lloyd's List](#)

London, Jan 19 - Following received from Coastguard Falmouth MRCC, timed 1415, UTC: Container Carrier MSC Napoli, 75 containers on board, total loss of power, flooded engine-room, holed in starboard side one metre by 50 centimetres. Crew abandoned into vessel's lifeboat. Lizard lifeboat tasked, ETA 1448 hrs. Falmouth lifeboat tasked, ETA 1530.

London, Jan 18 - Following received from Coast Guard Falmouth MRCC: Timed 1117, UTC: Container Carrier MSC Napoli (53409 gt, built 1992), with 26 persons on board, taking water in engine-room in lat 49 20.41N, long 04 34.50W. Crew abandoned to liferaft. Wind force 7-8 (near gale -gale). French tug proceeding. Helicopter 193/194 proceeding. Timed 1135, UTC: All crew are in liferaft. It is believed the vessel was holed on the starboard side, cause not known at the moment. (Note - MSC Napoli sailed Antwerp 1004, Jan 17 for Le Havre and Sines.)

London, Jan 18 - A press report, dated today, states: Container carrier MSC Napoli is sinking in the Channel, 40 miles south of the Lizard in Cornwall. All 26 crew of MSC Napoli are abandoning ship and as yet there are no reports of injuries.

Falmouth Coastguard is co-ordinating the rescue. Maritime and Coastguard Agency tug Anglian Princess, plus a helicopter from RNAS Culdrose, are heading towards the vessel. The French are also involved in the rescue effort.

London, Jan 18 - A Maritime & Coastguard Agency press release, timed 1217, UTC, states: At 1030, UTC, this morning Falmouth Coastguard received a MF DSC distress call from container carrier MSC Napoli with 26 crew on board. The crew have abandoned the vessel to the ship's lifeboat. The vessel is in the French Search and Rescue Region and the incident is being co-ordinated by the French Coastguard. The French have requested assistance from the UK Coastguard in the rescue of the crew. Falmouth Coastguard have scrambled two Royal Navy Helicopters Rescue, 193 and 194 from RNAS Culdrose. The Coastguard tug is proceeding at best speed to the last known position of the vessel. Lizard RNLI lifeboat has been requested to launch to provide safety cover. The French Coastguard have deployed their tug and are also sending two helicopters. The weather on scene is south-westerly severe force 9 (strong gale), with eight to nine metre swells. A car carrier is standing by, but due to its size is unable to offer any further assistance. The priority is to rescue the crew from the ships lifeboat.

CAUSE OF THE DAMAGE

Cracks and flooding of the engine room during heavy strom in the Channel. Vessel had to be stranded to avoid the vessel to sink. Cause of the cracks under investigation (previous repairs in 2001 when the vessel sustained a severe grounding ?).

Sources :

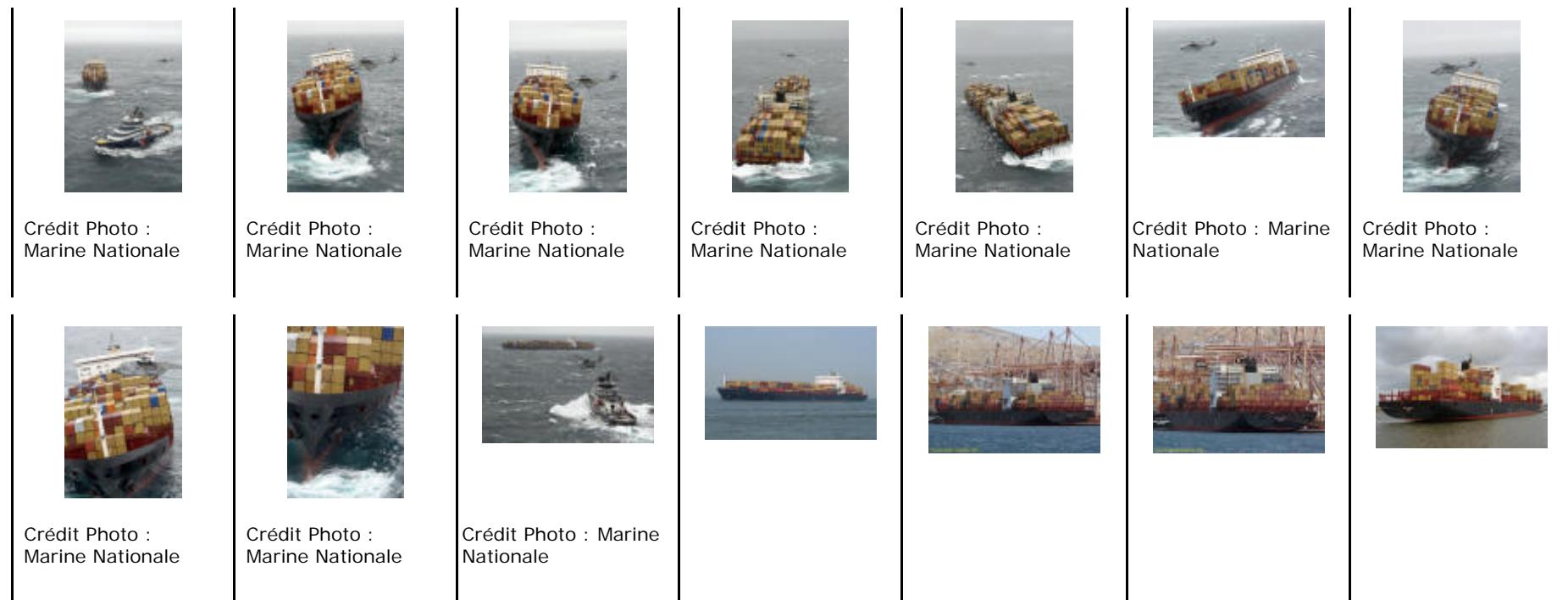
COSTS

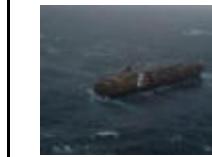
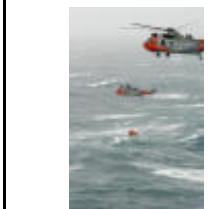
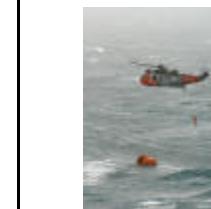
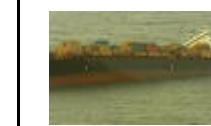
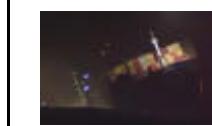
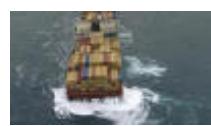
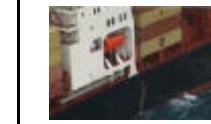
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Liability : TBA To be determined under LLMC Convention
Others : USD 15 000 000 for Increase Value

Cargo : USD 150 M ?
Fees : TBA

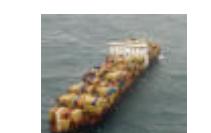
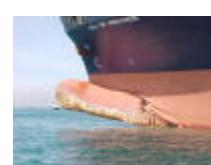
Sources : Lloyd's list 19 April 2007

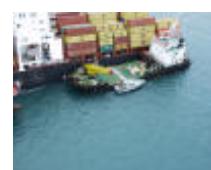
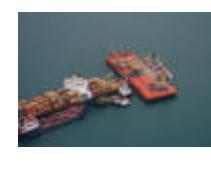
PHOTOS





Crédit Photo : Marine Nationale

						
						
						
						
MSC Napoli au temps où il s'appelait le CGM Normandie, échoué dans le détroit de Malaka	MSC Napoli au temps où il s'appelait le CGM Normandie, le bulbe éventré en 2001	Avarie de 2001 du CGM Normandie (tunnel du propulseur d'étrave)	Crédit Photo : Charles Claden	Crédit Photo : Charles Claden	Crédit Photo : Charles Claden	Crédit Photo : Charles Claden

						
Crédit Photo : Maritime & CoastGuard Agency (MCA)	Crédit Photo : Maritime & CoastGuard Agency (MCA)	Crédit Photo : Maritime & CoastGuard Agency (MCA)	Crédit Photo : Maritime & CoastGuard Agency (MCA)			
						
Crédit Photo : Maritime & CoastGuard Agency (MCA)	Crédit Photo : Maritime & CoastGuard Agency (MCA)	Crédit Photo : UK Coastguard & Smit Salvage	Crédit Photo : UK Coastguard & Smit Salvage			
						
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