

## MSC Flaminia fire, July 2012



Boxship MSC Flaminia IMO 9225615, dwt 85823, capacity 6750 TEU, built 2001, flag Germany, technical manager NSB NIEDERELBE SCHIFFFAHRTSGES, manager I Mediterranean Shipping Co.

### Salvage vessels

Salvage tug Fairmount Expedition IMO 9358943, GRT 3239, built 2007, flag Netherlands.

Salvage tug Anglian Sovereign IMO 9262742, GRT 2263, built 2003, flag UK.

Salvage tug Carlo Magno IMO 9341251, dwt 1658, built 2006, flag Italy, AUGUSTEA IMPRESE MARITTIME E DI SALVATAGGI S.P.A.

### MSC Flaminia is a big chemical and toxic floating bomb

**August 29:** MSC Flaminia is actually, a big chemical, toxic and miscellaneous dangerous substances floating bomb. No wonder crew fled the vessel, no wonder EU States MSC Flaminia just short of her being a nuclear device ready to explode. Below is the list of the dangerous goods which are (were) on board of MSC Flaminia. the good r are, there are no radioactive materials and no explosives there. The bad news are, nearly all the list of the International Maritime Dangerous Goods (IMDG) Code is pre with some exceptions.

**Above** Above deck, Bays 9 - 23 Fire damaged

**Above** Bays 25 - 27 Hold 7, Immediately adjacent

**Below**

**Below**

Bay Slot	Container Id	Size	POL	POD	Weight (tonne)	Carrier	Class	UN No	PROPER SHIPPING NAME
5	50482	GLDU3537592	20	USMSY BEANR	22.6	MSC	3	1165	DIOXANE
5	50484	CRXU2215290	20	USMSY BEANR	6.9	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
5	50682	TCLU2585166	20	USMSY BEANR	20.9	MSC	6.1	2542	TRIBUTYLAMINE
5	50582	SECS2221800	20	USMSY BEANR	28.1	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
5	50684	BLKU2549917	20	USMSY BEANR	4.6	MSC	6.1	3384	TOXIC BY INHALATION LIQUID, FLAMMABLE, N.O.S. with an inhalation toxicity lower than or
9	90984	EBCU6190074	20	USHOU BEANR	6.1	MSC	8	1738	BENZYL CHLORIDE
9	90582	TASU1142076	20	USHOU BEANR	24.9	MSC	6.1	2261	XYLENOLS, SOLID
9	90584	TASU1149790	20	USHOU BEANR	24.3	MSC	6.1	2261	XYLENOLS, SOLID
9	90610	BLKU2522428	20	USHOU BEANR	26.5	MSC	3	2381	DIMETHYL DISULPHIDE
9	90612	BLKU2583001	20	USHOU BEANR	25.3	MSC	3	2381	DIMETHYL DISULPHIDE
9	90614	UTTU2536061	20	USHOU BEANR	22.2	MSC	6.1	2411	BUTYRONITRILE
9	90386	USPU1235792	20	USSAV BEANR	21.8	MSC	6.1	2522	2-DIMETHYLAMINOETHYL METHACRYLATE
9	90510	EXFU0577440	20	USHOU BEANR	25.3	MSC	8	2735	AMINES, LIQUID, CORROSIVE, N.O.S. or POLYAMINES, LIQUID, CORROSIVE, N.O.
9	90512	EXFU0565985	20	USHOU BEANR	25.1	MSC	8	2735	AMINES, LIQUID, CORROSIVE, N.O.S. or POLYAMINES, LIQUID, CORROSIVE, N.O.
9	90382	UTCU4666686	20	USSAV BEANR	23.7	MSC	6.1	3302	2-DIMETHYLAMINOETHYL ACRYLATE
9	90384	EXXU9997365	20	USSAV BEANR	21.9	MSC	6.1	3302	2-DIMETHYLAMINOETHYL ACRYLATE
9	90782	SUTU2641642	20	USHOU BEANR	24.6	MSC	8	3455	CRESOLS, SOLID
9	90784	SUTU2645740	20	USHOU BEANR	25.3	MSC	8	3455	CRESOLS, SOLID
9	90982	SUTU2642633	20	USHOU BEANR	26.5	MSC	8	3455	CRESOLS, SOLID
10	101382	TRLU4813541	40	USHOU BEANR	24.4	MSC	3	1133	ADHESIVES containing flammable liquid

10	100182	MSCU4657495	40	USSAV	BEANR	18.9	MSC	3	1139	COATING SOLUTION (includes surface treatments or coatings used for industrial purposes s
10	100184	TTNU5538300	40	USSAV	BEANR	17.8	MSC	3	1139	COATING SOLUTION (includes surface treatments or coatings used for industrial purposes s
10	101216	MEDU4125591	40	USHOU	BEANR	23.8	MSC	3	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liqu
10	101218	MSCU9002696	40	USHOU	BEANR	23.3	MSC	3	1268	PETROLEUM DISTILLATES, N.O.S. or PETROLEUM PRODUCTS, N.O.S.
10	100286	MSCU9382786	40	USSAV	BEANR	21.7	MSC	8	1760	CORROSIVE LIQUID, N.O.S.
10	101184	MEDU4203101	40	USHOU	BEANR	21.1	MSC	6.1	1992	FLAMMABLE LIQUID, TOXIC, N.O.S.
10	101182	MSCU5833860	40	USHOU	BEANR	25.6	MSC	8	2924	FLAMMABLE LIQUID, CORROSIVE, N.O.S.
10	100282	MEDU8941783	40	USSAV	BEANR	15.3	MSC	9	3166	ENGINE, INTERNAL COMBUSTION or VEHICLE, FLAMMABLE GAS POWERED or VEHICLE, FLAMMABLE LIQU
10	100284	TRLU5754166	40	USSAV	BEANR	12.6	MSC	9	3166	ENGINE, INTERNAL COMBUSTION or VEHICLE, FLAMMABLE GAS POWERED or VEHICLE, FLAMMABLE LIQU
11	110814	MSCU2703631	20	USHOU	BEANR	18.8	MSC	3	1120	BUTANOLS
11	110984	MEDU2648593	20	USHOU	BEANR	17.6	MSC	8	1760	CORROSIVE LIQUID, N.O.S.
11	110784	MEDU3196332	20	USHOU	BEANR	11.5	MSC	6.1	1950	AEROSOLS
11	110614	TCLU2091986	20	USHOU	BEANR	20.7	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
11	110582	MEDU6443082	20	USHOU	BEANR	3.9	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
11	110782	MSCU6260953	20	USHOU	BEANR	11.8	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
11	110608	HGTU4611037	20	USHOU	BEANR	25.1	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
11	110610	HGTU4611633	20	USHOU	BEANR	25.1	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
11	110612	HGTU4611757	20	USHOU	BEANR	25.3	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
11	110508	HGTU4610241	20	USHOU	BEANR	26.1	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
11	110510	HGTU4610257	20	USHOU	BEANR	25.1	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
11	110512	HGTU4610581	20	USHOU	BEANR	25.3	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
11	110382	UTCU4712098	20	USSAV	BEANR	22.3	MSC	6.1	3302	2-DIMETHYLAMINOETHYL ACRYLATE
11	110384	UTCU4710686	20	USSAV	BEANR	22.3	MSC	6.1	3302	2-DIMETHYLAMINOETHYL ACRYLATE
11	110386	SWTU2241364	20	USSAV	BEANR	18.8	MSC	6.1	3302	2-DIMETHYLAMINOETHYL ACRYLATE
17	170482	MSSU8675499	20	USHOU	FRLEH	6.6	MSC	4.3	1428	SODIUM
17	170204	TCLU9210238	20	USHOU	FRLEH	25.2	MSC	9	3257	ELEVATED TEMPERATURE LIQUID, N.O.S. at or above 100eC and below its flashpoir (includin
17	170382	MSCU1988334	20	USCHS	BEANR	18.5	MSC	8	3267	CORROSIVE LIQUID, BASIC, ORGANIC, N.O.S.
17	170384	CAXU6181506	20	USCHS	BEANR	18.3	MSC	8	3267	CORROSIVE LIQUID, BASIC, ORGANIC, N.O.S.
17	170182	CHMU0003513	20	USCHS	DEBRV	21.7	MSC	4.2	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC, WATER-REACTIVE
19	190382	EURU1677296	20	USCHS	BEANR	4.5	MSC	4.2	1381	PHOSPHORUS, WHITE or YELLOW, DRY or UNDER WATER or IN SOLUTION
19	190384	EURU1678013	20	USCHS	BEANR	3.8	MSC	4.2	1381	PHOSPHORUS, WHITE or YELLOW, DRY or UNDER WATER or IN SOLUTION
21	210606	MEDU2387967	20	USHOU	DEBRV	17.6	MSC	3	1133	ADHESIVES containing flammable liquid
23	230308	TGHU3806682	20	USMSY	DEBRV	17.9	MSC	3	1261	NITROMETHANE
23	230310	MEDU3902613	20	USMSY	DEBRV	22	MSC	3	1261	NITROMETHANE
23	230208	FCIU4484881	20	MXVER	DEBRV	4.3	MSC	9	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.
25	251484	GESU8094314	20	USMSY	GBFXT	18.6	MSC	3	1221	ISOPROPYLAMINE
25	251482	GESU8022720	20	USMSY	GBFXT	25.1	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
25	251282	BLKU1200725	20	USMSY	GBFXT	3.5	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
25	251284	BLKU1232126	20	USMSY	GBFXT	3.2	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
25	251382	BLKU1231726	20	USMSY	GBFXT	3.5	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
25	251384	BLKU1200495	20	USMSY	GBFXT	2.5	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
25	251386	BLKU1201969	20	USMSY	GBFXT	19.1	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
25	250702	MSCU1613615	20	MXATM	GBFXT	22.6	MSC	9	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.
25	251184	EURU5351230	20	USMSY	GBFXT	30.7	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
25	251186	GRPU9800209	20	USMSY	GBFXT	10.3	MSC	2.2	3163	LIQUEFIED GAS, N.O.S.
26	260582	GLDU7598868	40	USHOU	GBFXT	19.6	MSC	2.1	1950	AEROSOLS
26	260584	TCLU5879858	40	USHOU	GBFXT	16.2	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
26	260782	TGHU8594375	40	USHOU	GBFXT	17.5	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
26	260784	GLDU7377065	40	BSFPO	GBFXT	20.2	MSC	9	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour
26	260786	TGHU4738010	40	BSFPO	GBFXT	20.2	MSC	9	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour
27	270402	MSCU6793844	20	USSAV	DEBRV	13.3	MSC	3	1268	PETROLEUM DISTILLATES, N.O.S. or PETROLEUM PRODUCTS, N.O.S.
27	271182	SILU1003980	20	USHOU	GBFXT	5.2	MSC	6.1	1846	CARBON TETRACHLORIDE
27	271482	GESU8016857	20	USMSY	GBFXT	23.6	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
27	271282	BLKU1200685	20	USMSY	GBFXT	3.5	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
27	271284	BLKU1230930	20	USMSY	GBFXT	3.2	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
27	271186	BLKU1230490	20	USMSY	GBFXT	4.8	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
27	271382	BLKU1200540	20	USMSY	GBFXT	3.5	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
27	271384	BLKU1201130	20	USMSY	GBFXT	3.4	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
27	271386	BLKU1200598	20	USMSY	GBFXT	19.1	MSC	8	2922	CORROSIVE LIQUID, TOXIC, N.O.S.
29	290408	UTCU4615210	20	USMSY	BEANR	22	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
29	290410	BAFU8801794	20	USMSY	BEANR	24	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
29	290208	BAFU8803478	20	USMSY	BEANR	27.5	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
29	290210	BAFU8809558	20	USMSY	BEANR	26.7	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
29	290108	BAFU8895113	20	USMSY	BEANR	27.5	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.

29	290110	GESU8017431	20	USMSY BEANR	22.8	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
29	290304	BAFU8804849	20	USMSY BEANR	28.1	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
29	290306	TCLU9006245	20	USMSY BEANR	26.2	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
29	290308	BAFU8801958	20	USMSY BEANR	28.1	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
29	290404	CCRU5040268	20	USMSY BEANR	30.8	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
29	290406	CCRU5040062	20	USMSY BEANR	28.1	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
29	290104	EXFU5440640	20	USMSY BEANR	28.5	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
29	290106	CCRU4350382	20	USMSY BEANR	30.8	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
29	290204	EURU5348853	20	USMSY BEANR	29	MSC	2.2	3220	PENTAFLUOROETHANE (REFRIGERANT GAS R 125)
29	290206	EURU5344626	20	USMSY BEANR	30.1	MSC	2.2	3220	PENTAFLUOROETHANE (REFRIGERANT GAS R 125)
30	300316	CLHU4559637	40	USMSY BEANR	12.3	MSC	9	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.
31	310304	SUTU2641196	20	USMSY BEANR	25.8	MSC	8	2051	2-DIMETHYLAMINOETHANOL
31	310306	SUTU1037371	20	USMSY BEANR	25.4	MSC	8	2051	2-DIMETHYLAMINOETHANOL
31	310308	SUTU2636498	20	USMSY BEANR	25.2	MSC	8	2051	2-DIMETHYLAMINOETHANOL
31	310310	GESU8026080	20	USMSY BEANR	24	MSC	8	2051	2-DIMETHYLAMINOETHANOL
31	310408	UTCU4733737	20	USMSY BEANR	21.3	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
31	310410	BAFU8804601	20	USMSY BEANR	31.2	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
31	310208	UTCU4597013	20	USMSY BEANR	22.7	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
31	310210	BAFU8806142	20	USMSY BEANR	27.4	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
31	310108	BAFU8894360	20	USMSY BEANR	26.8	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
31	310110	BAFU8902742	20	USMSY BEANR	27.3	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
31	310404	LOGU4311786	20	USMSY BEANR	28.1	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
31	310406	EXFU5697156	20	USMSY BEANR	28.9	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
31	310204	EXFU5697599	20	USMSY BEANR	31.3	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
31	310206	CCRU4350187	20	USMSY BEANR	30.7	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
31	310104	LOGU4311791	20	USMSY BEANR	27.6	MSC	2.2	3159	1,1,1,2-TETRAFLUOROETHANE (REFRIGERANT GAS R 134a)
33	330986	THPU1430100	20	USCHS BEANR	5.1	MSC	6.1	1809	PHOSPHORUS TRICHLORIDE
33	330982	SNTU4003074	20	USCHS BEANR	24.3	MSC	8	3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.
33	330984	TASU2110216	20	USCHS BEANR	23.9	MSC	8	3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.
35	350986	THPU1430184	20	USCHS BEANR	5.1	MSC	6.1	1809	PHOSPHORUS TRICHLORIDE
35	350982	CRXU8520732	20	USCHS BEANR	25.2	MSC	8	3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.
35	350984	SNTU4002376	20	USCHS BEANR	23.8	MSC	8	3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.
38	381384	MEDU4051307	40	BSFPO BEANR	19.3	MSC	2.3	1062	METHYL BROMIDE with not more than 2.0% chloropicrin
38	380414	GLDU0969735	40	MXVER BEANR	26	MSC	9	2315	POLYCHLORINATED BIPHENYLS, LIQUID
38	380416	MSCU5881154	40	MXVER BEANR	25.9	MSC	9	2315	POLYCHLORINATED BIPHENYLS, LIQUID
38	380382	CRSU6143941	40	MXVER BEANR	20.1	MSC	4.1	3234	SELF-REACTIVE SOLID TYPE C, TEMPERATURE CONTROLLED
43	430510	MSCU6790892	20	MXATM DEBRV	19	MSC	6.1	2291	LEAD COMPOUND, SOLUBLE, N.O.S.
43	430506	MEDU1488757	20	MXATM DEBRV	26.8	MSC	9	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.
43	430508	MEDU3010094	20	MXATM DEBRV	17.4	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
45	450704	TCLU9006369	20	USHOU BEANR	26	MSC	3	1148	DIACETONE ALCOHOL
45	450706	TCLU9031823	20	USHOU BEANR	25	MSC	3	1148	DIACETONE ALCOHOL
45	450708	TCLU9012401	20	USHOU BEANR	24.5	MSC	3	1148	DIACETONE ALCOHOL
45	450106	CAXU6274002	20	MXATM BEANR	10.1	MSC	3	1197	EXTRACTS, FLAVOURING, LIQUID
45	450206	MEDU2018038	20	MXATM BEANR	8.6	MSC	6.1	2810	TOXIC LIQUID, ORGANIC, N.O.S.
45	450204	INBU3857070	20	MXATM BEANR	26.7	MSC	9	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.
45	450104	CLHU2418347	20	MXATM BEANR	26.7	MSC	9	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.
45	450304	MSCU6219820	20	MXATM BEANR	22.6	MSC	9	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.
47	470704	SILU1004729	20	USHOU BEANR	24.4	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
47	470706	SUTU2631958	20	USHOU BEANR	25.6	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
47	470708	SUTU2631963	20	USHOU BEANR	24.5	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
47	470908	TASU1152855	20	USHOU BEANR	24.5	MSC	3	1993	FLAMMABLE LIQUID, N.O.S.
49	491004	HGTU4610658	20	USCHS BEANR	24.7	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
50	500518	TGHU4387575	40	USCHS BEANR	16.8	MSC	9	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.
50	500516	MEDU4109008	40	USCHS BEANR	18.7	MSC	9	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.
50	501486	TCNU8984237	40	USCHS BEANR	7.5	MSC	9	3268	AIR BAG INFLATORS or AIR BAG MODULES or SEAT-BELT PRETENSIONERS
50	500986	MSCU8228349	40	USCHS BEANR	8	MSC	9	3268	AIR BAG INFLATORS or AIR BAG MODULES or SEAT-BELT PRETENSIONERS
65	651212	MSCU2682652	20	USCHS DEBRV	8.1	MSC	9	3166	ENGINE, INTERNAL COMBUSTION or VEHICLE, FLAMMABLE GAS POWERED or VEHICLE, FLAMMABLE LIQUID
65	650182	BLKU1230165	20	USCHS GBFXT	27	MSC	8	3267	CORROSIVE LIQUID, BASIC, ORGANIC, N.O.S.
65	650184	BAFU8904703	20	USCHS GBFXT	26.7	MSC	8	3267	CORROSIVE LIQUID, BASIC, ORGANIC, N.O.S.
66	660284	MSCU8195137	40	USCHS GBFXT	16.5	MSC	3	1266	PERFUMERY PRODUCTS with flammable liquid
66	660286	TGHU7809170	40	USCHS GBFXT	14.3	MSC	3	1266	PERFUMERY PRODUCTS with flammable liquid
66	660382	MEDU8214470	40	USCHS GBFXT	12.7	MSC	3	1266	PERFUMERY PRODUCTS with flammable liquid
66	660282	CLHU8704991	40	USCHS GBFXT	18.7	MSC	2.1	1950	AEROSOLS
67	670182	BLKU1231496	20	USCHS GBFXT	27.7	MSC	8	3267	CORROSIVE LIQUID, BASIC, ORGANIC, N.O.S.
67	670184	BAFU8897219	20	USCHS GBFXT	26	MSC	8	3267	CORROSIVE LIQUID, BASIC, ORGANIC, N.O.S.

**Question explained by the above List of Dangerous Goods present on board of MSC Flaminia**

Afraid we won't ever find out what cargo was (still is?) on board of MSC Flaminia, causing such an unique salvage operation and raising such fears among coastal States. Unless of course, a leak of information will occur, and some sensible and responsible person among those who were involved in the operation, will enlighten the public answer the unanswered questions:

Why the crew left apparently seaworthy vessel without, as the following events demonstrated, any visible threat to crew and the vessel?

Why the crew was restricted in contacts, especially with media, after rescue?

Why the UK refused refuge presumably on July 28, and vessel had to be towed away into the Atlantic?

Why following the UK, all other Coastal States refused refuge, and finally, only Germany granted shelter on the grounds of Germany being a State of Flag?

Vessel was and is seaworthy, fire was under control by July 28, the shelter refusal nevertheless, was explained by fears of capsizing – it's already the end of August, vessel was towed around in the Atlantic for more than a month, and after that, declared as "stable" by the authorities.

Why the last leg into the Atlantic was such a long one, directed to the US, were the operator NSB and salvage going to tow the vessel to the US?

Why MSC and NSB treated their clients in such an objectionable manner, refusing any information about the exact location of their containers on board, and probable condition of their containers?

Does the carrier bear any responsibility for financial and moral losses suffered by clients due to his failing in providing them the timely and accurate information about containers?

What is the risk evaluation of the existing tariff scale in liner shipping – it's impossible to check each container, but how profitable is it to declare hazardous goods as harmless is it possible to make the shipping safer by applying other schemes of freight calculations?

Voytenko Mikhail



Pics from a video by Quest - France, published on August 14. [http://www.ouest-france.fr/actu/actuDet\\_-MSC-Flaminia.-Plus-de-danger-l-etat-du-nas-ameliore\\_39382-2104288\\_actu.Htm](http://www.ouest-france.fr/actu/actuDet_-MSC-Flaminia.-Plus-de-danger-l-etat-du-nas-ameliore_39382-2104288_actu.Htm)



Photos taken from air and published by Quest - France. NSB's last photos were dated July 22 or July 23.



#### Chronology

##### **MSC Flaminia on fire in mid-Atlantic after explosion, crew evacuated, 1 missing 4 injured**

**At 10:07 July 14 2012** Falmouth Coastguard received the relayed mayday broadcast from boxship MSC Flaminia reporting that the crew on board had abandoned the vessel. Falmouth Maritime and Coastguard Agency UK (MCA UK) issued a press-release. Crew on board a container vessel were forced to abandon their ship after an explosion and subsequent fire in a cargo hold mid Atlantic.

Falmouth Coastguard broadcast an alert to all vessels in the area and the nearest vessel which could provide assistance was the crude oil tanker VLCC DS Crown, which immediately changed course to intercept the MSC Flaminia. Six other merchant vessels also proceeded to the location to help with the search and rescue operation but

more than six hours from the location. Rescue helicopters do not have the endurance required to attend an incident of this nature because the vessel is approximately 1 miles from land mid way between the UK and Canada.

DS Crown arrived on scene to confirm that the MSC Flaminia was still burning and recovered 24 people from a lifeboat and a liferaft. Four crew had suffered injuries. injured crew have been transferred to the vessel MSC Stella which will take them to the Azores. One crew member is missing. The MSC Flaminia had 25 people on board. Crew of the MSC Flaminia include German, Polish and Filipino nationals. Weather conditions on scene were winds force 3-4 with a one metre swell.

Comment and details of the involved vessels:

Obviously explosion took place in container or containers with flammable or combustible cargo, once again highlighting the risks caused by wrong cargo manifest issue shippers. No doubt after this accident with tremendous financial losses there will be renewed industry demand to ensure the safety of the loaded containers and increased responsibility of the shippers. Last known big fire on board of deep ocean boxship took place in March 2006, the famous "Hyundai Fortune" accident in the Indian ocean (see of Hyundai Fortune fire below) cost some \$300-500 million.

MSC Flaminia last known position at 13.07.2012 17:48 was in 47 52N 30 44W. Vessel was en route from Charleston US East Coast to Antwerpen Belgium, ETA July 17.

VLCC DS Crown (ex Front Crown) IMO 9179646, dwt 311176, built 1999, flag Bahamas, manager FRONTLINE MANAGEMENT AS. Crew presumably Russian-Ukrainian and Filipino.

Boxship MSC Stella IMO 9279989, dwt 85680, capacity 6724 TEU, built 2004, flag Panama, manager MSC MEDITERRANEAN SHIPPING CO.

#### **MSC Flaminia adrift billowing thick smoke, one more death**

**As of morning July 16** MSC Flaminia is drifting in mid-Atlantic in 47 52N 30 44W area with a large plume of smoke seen from passing vessels. One of the four injured crew died from heavy burns on board of MSC Stella, the remaining three were taken to Azores by helicopter, one of them being treated in intensive care. There were 25 people on board, 23 crew (5 German, 3 Polish and 15 Filipino) and 2 passengers. Reportedly, two tugs with firefighting equipment are on the way to a burning vessel, ETA July 17 afternoon. Manager of the vessel, German company NSB Niederelbe just can't explain what happened and will stay in dark until specialists will reach MSC Flaminia. Crew fire started in hold number four, reportedly some containers were loaded with combustible bleaching agent calcium hypochlorite. The hull and P and I insurer for the vessel is Swedish Club, which already suffered a major loss from boxship Rena disaster in New Zealand.

#### **MSC Flaminia drifting east. Is fire that bad?**

**July 17 2012:** Reportedly Smit signed a salvage contract with German company NSB Niederelbe, which is operating boxship MSC Flaminia, and dispatched to drifting vessel salvage tugs Fairmount Expedition and Anglian Sovereign, ETA to the distressed vessel July 17 afternoon. There is no recent information on the condition of the vessel, except vessel's position and one photo published by Trade Winds, photo was taken by the crew of VLCC DS Crown. The version of calcium hypochlorite being the cause of the fire looks to be dumped, as NSB Niederelbe checked all the cargo manifests and didn't find calcium hypochlorite at all. Trade Winds came up with calcium hypochlorite cargo as the main culprit judging obviously, from another accident with another boxship of the NSB Niederelbe company back in 1997: "NSB Niederelbe's 1,600-teu Contship Fairmount (built 1993) – now the Marinos - sustained serious damage to both hull and cargo in 1997 in an explosion and fire attributed to calcium hypochlorite".

All the musings about the cause of the fire and explosion at present stage are just that, musings, as long as there are hundreds of combustible items around, and just one of them, wrongly (most probably, intentionally in order to save the money) manifested and loaded, could trigger the disaster. Looking at the only photo available of MSC Flaminia on fire, one can't but feel some doubt as to the scale of the fire, is it such bad to give up all the attempts of fighting the fire, and abandon the vessel? It's easy to say, of course, not being there, but still, let's look at photos of Hyundai Fortune on fire and compare to the photo of MSC Flaminia. there is a full report of Hyundai Fortune disaster with photo gallery, report is in Russian, but fortunately, photos are not - <http://www.odin.tc/disaster/disaster4.asp>.

The difference of the scale of the fire is just striking. MSC Flaminia fire seems to be well to the fore, engine seems to be undamaged, so vessel may maintain some speed enough to keep smoke off the superstructure and the stacks aft from the burning ones, so crew could fight off fire going aft. It's a preposition of course, but that's what one thinks looking at the only small-scale photo we have by now. There is a chance then, that things aren't that bad and fire will damage the restricted number of containers and cargoes in them.

The crew abandoned MSC Flaminia in position 48-13N 027-59W, later vessel was reported to drift to position 48-13N 027-56W, in eastern direction.

#### **MSC Flaminia remains generally intact. Will it affect the insurance?**

**July 18 2012:** On July 17 salvage tug Fairmount Expedition and boxship Hanjin Ottawa of the NSB Niederelbe arrived to the scene, meanwhile MSC Flaminia continued to drift in NE direction, being in position 48-59N 025-44W at 20:00 16.07.12. The general overview of the MSC Flaminia and photos taken showed that the superstructure, engine room and fore-castle are intact and not affected by the fire. Second salvage tug Anglian Sovereign is on the way, ETA unclear but not later than July 19, it's seen. Nothing definite yet, vessel may be towed after putting fire under control, or just sail under her own power.

The question remains open – was the evacuation of the crew all that necessary? Of course all the injured crew and passengers should be evacuated, as well as non-essential crew, but the rest as it seems, could stay on the board trying to fight fire or at least, restrict its expansion. No doubt the Swedish Club will find such an assumption very exciting because the difference between the cost of actual damages and damages suffered in case crew stayed on board may be a very big one.

Again, look at the photos of MSC Flaminia and the photos of Hyundai Fortune, and feel the difference. See latest photo of MSC Flaminia and map at <http://www.odin.tc/news/read.asp?articleID=1082> Boxship Hanjin Ottawa IMO 9200718, dwt 68834, capacity 5618 TEU, built 2000, flag Germany, manager NSB NIEDERELBE, en route to Suez but directed to MSC Flaminia to assess the situation.

#### **MSC Flaminia, second explosion. Swedish Club got a strong card up its sleeve.**

**July 19 2012:** Early in the morning July 17 boxship Hanjin Ottawa reached MSC Flaminia, followed by salvage tug Fairmount Expedition, said NSB Niederelbe in its press release dated July 17. Second engineer of the Hanjin Ottawa was transferred to the salvage tug to reactivate MSC Flaminia's firefighting system later on, during the salvage operation. After the transfer Hanjin Ottawa resumed her initial voyage, and headed for Suez Canal. NSB Niederelbe frankly admitted, that "neither superstructure, engine room nor the stern section nor the fore-castle of the ship are directly affected by the fire or the explosion", which speaks much in their favour. Latest news published by German media July 18 said one more explosion occurred on board of MSC Flaminia in fire area, when firefighting was already under way, which is the second explosion we know of, with first one taken place shortly after the fire broke up in July 14. Let's look at the latest photos, published by NSB Niederelbe on their web-site, and the only one available photo dated July 14 or 15, which was taken from the board of VLCC tanker DS Crown and published by Trade Winds in a scale requiring atomic microscope. On the first photo it seemed to be restricted by several stacks, vessel is on even keel, big letters MSC on the hull are clear and undamaged. On latest photos fire seems to spread in aft direction vessel developed a starboard list, letters MSC are smeared, meaning fire went down to holds, too. Still, be the containers aft of the initial fire loaded with flammable goods in some big quantities, no doubt upper deck in front of the superstructure, or the whole vessel, would be engulfed in fire by now. Let's look, once again, at photos of Hyundai Fortune – now, that's what we call "the vessel ablaze".

Taking all together, it's impossible now to reject the obvious – part of the crew could stay on board and fight the fire, or at least try to prevent it from spreading. There was much risk in staying aboard, if any. Weather is calm, crew could keep life boat standing by in case situation would turn nasty. Being in area with rather vivid traffic, the crew wouldn't wait long for the rescue.

It's too early to speculate over the results of future investigations and evaluations, but one thing is already clear, Swedish Club got a strong card up its sleeve, with MSC Flaminia questionable abandonment. Second salvage tug Anglian Sovereign is expected to be on the scene sometime late on July 19, reportedly a third salvage vessel contracted, soon to set sail, or already under way.

#### **Latest MSC Flaminia news from NSB Niederelbe website:**

##### **Buxtehude, July 19 2012**

Firefighting operations at the MSC FLAMINIA were resumed yesterday afternoon. Thanks to continuous cooling a further expansion of the fire could be prevented. It was observed that superstructure, engine room, the stern section and the fore-castle of the ship have all not been affected by the second explosion. According to the salvage captain the hull of the vessel is intact. Due to damaged cargo and extinguishing water a list of approximately 8-10 degrees has occurred. The second tugboat ANGLIAN SOVEREIGN is expected this evening. The third tugboat will reach the site of the incident on Saturday at noon. Salvage experts currently plan to board MSC FLAMINIA via a deployed emergency ladder and reactivate the firefighting systems. Experts estimate that the firefighting operations could take some weeks. Afterwards, MSC FLAMINIA is supposed to be towed to Europe for repairs.

Photo dated 14.07.12



Photo dated 14.07.12



July 20 photos



**MSC Flaminia latest news. NSB Niederelbe staff accuses me of being a cynic and a provocateur.**

**July 20:** I received an e-mail from a person claiming by his sign to be the employee of NSB Niederelbe. I received an e-mail from a person claiming by his sign to be employee of NSB Niederelbe. I won't name the person, who's a specialist either of Russian or Ukrainian nationality, unless it will be necessary. Letter written in Russian is :



– author accuses me of being an ignorant journalist, troublemaker looking for scandals, turning Maritime Bulletin into a tabloid. He's a professional, and he can prove master's decision to abandon the vessel was absolutely justified, under the circumstances. He says that MSC Flaminia fire and Hyundai Fortune fire are not to be compared because of the big difference in their design and structure. He calls me a cynic and a provocateur, speculating on a disaster which claimed two lives, and on insurance matter which are absolutely not my or anyone's, except insurer and owner, business. Letter doesn't contain any proofs or facts, it just offers me to shut up and mind my own business. Letter was sent from a public mail service, not from corporate address, though I'm sure it's genuine.

Well, in my reply, I invited him to prove his point via Maritime Bulletin, being ready to publish all the proofs and facts he has. There is one big fact though, which is hard to dispute, fact is very much afloat and drifting in the Atlantic, notwithstanding the dramatic difference between MSC Flaminia and Hyundai Fortune. As for my cynic impersonated in my speculations about the details of the accident which took two lives, I wonder then, why the Italians are so cynical in interrogating the Captain of Concordia, or Russians in interrogating the owners of the river liner Bulgaria? Let's agree and accept as a moral rule, then, that no questions are to be asked if the accident turned into tragedy and claimed lives. I'm not a boy or an ignorant journalist to be confused and dismayed with such a "professional" attack, on the contrary, I'm enraged. Generally speaking, it's an attempt to show me my place, to correct my politically incorrect behavior. Why don't I behave myself like any other politically correct, decent respectable industry media, writing decent things in a decent way and not asking indecent questions unless permitted?

Because I'm tired of this "correct" shit from the times I was living in Soviet Union, that's why. There was one life in media, and absolutely another life we were living. And that's exactly what I witness nowadays in shipping and in life in general. I'm netting industry media every day trying to fish out shipping news, but my net disappoints me with a meager catch of mostly corporate news – who grabbed what, bagged where, and inked when. Corporate news are mixed with news from high places, what new rules regulations were worked out and accepted by main maritime organizations, with no questions asked, least doubts or critics. All in all, when I read industry media, I watch shipping, one world. When I speak to my fellow seamen, or to ship owners I know, I find the shipping to be quite another world, not related to official shipping in just any way. How is it possible? The problems which really bother seafarers and small – middle sized ship owners are non-existent, if we restrict our shipping knowledge with media industry news and IMO/BIMCO... press-releases. Still, media is in general, politically correct and well liked by majors' CEOs. And my Maritime Bulletin is not.

Speaking about things in general, where do we head with all that cultivated by media and politicians righteousness and political correctness? There's a 7-11 mini-mart near home, with a poor Thai family occupying the pavement near the entrance to the shop all day through. There are about 6 or 7 children varying in age from 3-4 to 7-8 years and their mother, who runs a wheeled grill stand, cooking and selling seafood Thai delicatessen from early morning till late into the night. Children are running around sleeping on the mat laid out on the pavement. They are not hungry – Thailand is not the country where you may find starving people, but they are not spoiled by children's joys either, like Twix or Mars, or M&M. The place I reside in is a very popular Thai resort, full of wealthy Bangkokians any given day. One day I noticed the children those pavement children were given to the mostly obese children of the upper classes leaving the 7-11 with heaps of sweets, I just couldn't stand it, I returned to the shop bought the whole bag of all sweets there were, and gave the bag to the children. I didn't wait for any "savadee" or "kapkunkap" (thanks), instinctively I just handed the bag to the children, jumped onto my motorbike and speeded away, fearing somebody would get me wrong and nail me as a paedophile on the hunt. I found myself thinking, the best way to demonstrate my normalcy towards children nowadays is to kick those children out of my way so that everybody around would be assured I'm a decent person with flawless behavior and very nice manners.

Are we going crazy, turning everything upside down, calling black white, and white black, creating fictitious industry and fictitious morals, and thinking the fictitious world will replace someday the real one? Are we really supposed to believe, that industry news are just that, some major companies grabbing, bagging and inking, and there is not else worth mentioning? Are we supposed to believe into ship owners imbecile glee when they throw fortunes into new "eco" designed vessels, being so glad the Earth will be saved from the climate warming? Are we to have no doubts in those new eco designs, even if we stumble upon a study saying that LNG as a ship fuel is ten times more greenhouse effective and therefore, ten times more harmful to dear old Earth, than heavy oil? Or when we find another study saying that the produce of the distillate requested for shipping quantities will be more harmful for the nature, than using heavy oil? Are we to believe many other things public media and industry media are published without any shred of doubt?

Maritime Bulletin is not your respectable, politically correct maritime edition, and I dearly hope, won't ever be, unless the times will come when writing the truth and calling things what they are will again become stylish, replacing the grey spider web of the contemporary too decent and too obese with political correctness media.

Voytenko Mikhail

July 20 2012

#### Latest news from NSB Niederelbe website:

##### Buxtehude, July 20 2012

As the firefighting operations at MSC FLAMINIA continue, the second firefighting tugboat ANGLIAN SOVEREIGN arrived this morning at the site of the incident. The tugboat CARLO MAGNO, is expected on site Saturday noon. After the arrival of the second firefighting tugboat, a party of four salvage specialists has boarded MSC FLAMINIA. The team was able to reactivate the ship's own fire fighting system. It is now additionally supporting the firefighting operations of both tugboats. Due to damaged cargo extinguishing water the ship is listing by 8.5 degrees.

The extent of the damage onboard our MSC FLAMINIA is considerable. Cargo holds 4 - where the fire originated from -, 5 and 6 are demolished. According to salvage specialists cargo hold 7, which is located adjacent to the superstructure, is not on fire. The superstructure itself, the engine room as well as bow and stern – including steering gear – are all not affected by the fire.

#### MSC Flaminia latest news. Owner of high-value luxury goods on board can't find them.

**July 21:** Yesterday July 20 I was asked for a help or assistance by a company whose containers happened to be on board of MSC Flaminia. It's a trading company in or from the former USSR republics, guys are shipping high-value luxury goods in several containers, and now feel themselves on low frying, too. They've been trying to find out the location of the containers on board of the vessel, but failed. Not NSB Niederelbe, nor regional MSC office were able to tell them whether their containers are stacked in the fire zone or not.

Find below, after photos of MSC Flaminia on fire, photos of another fire/explosion disasters, which took place in Indian ocean in years 2002 and 2006. The Hanjin Pennsylvania disaster 2002: Fire started after the explosion when vessel was off Sri Lanka, 19 crew rescued, 1 died, 1 went missing. Vessel simply burned out after 4 days of blaze. Hyundai Fortune disaster in March 2006, the famous "Hyundai Fortune" accident in the Indian ocean was also a financial disaster with allegedly, some \$300-500 million loss.

#### MSC Flaminia latest. Vessel seems to be under tow. Crystal balling again.

**July 23:** Operator of the vessel, NSB Niederelbe, published latest news on July 20, no updates since then. But judging from latest known positions (with 10 hours interval speed and course, MSC Flaminia seems to be already under tow proceeding at a speed of 5 – 5.5 knots, direction 93 – 95 degrees. It's about 600 miles to nearest port Biscaya or UK, some 5 days sailing, with ETA July 26 – but maybe salvors'll (Lloyd's Open Form salvage contract signed with Smit) manage to put MSC Flaminia under their own power, and if so, the arrival will be much sooner.

Trade Winds went crystal balling again, this time trying to guess how many containers are burnt. The first crystal balling was devoted to the cause of the fire, and abandoned after it became clear, that it's too wild guess presently, with literally hundreds of dangerous items as potential culprit. There are 2876 containers on board of MSC Flaminia according to Trade Winds. TradeWinds "earlier estimated that cargo in 700 to 1,000 containers on the vessel had been lost but new images point to 1,200 to 1,500 boxes badly burnt".

Trade Winds doesn't look to have a cargo plan, if otherwise, there won't be any guessing – just quote an exact number of containers in fire area limited for now by holds 4 and 6, and that will do finely. A 1200-1500 guess looks to be an exaggeration – three holds are in fire zone, with total 2876 containers on board divided between nine holds, half of them to be in just three holds is too daring an assumption. NSB Niederelbe or MSC, or whoever is responsible for the cargo, is neglecting the shippers, many of whom are slowly going mad with anxiety, because they don't know where their containers are stacked. Maybe somebody will advise or correct me if I'm wrong, but is it not possible to publish the list of containers (with numbers) stacked in fire zone? At least owners of the cargo will know more or less for sure, whether there is nothing yet to worry about they may say goodbye to their goods and start thinking about insurance and compensation.

#### Latest news from NSB Niederelbe website:

##### Buxtehude, July 23 2012

In the evening July 20 firefighting tugboat FAIRMOUNT EXPEDITION (Fairmount Marine) has begun to tow MSC FLAMINIA toward Europe. Simultaneously, firefighting tugboat ANGLIAN SOVEREIGN (L.P. Knight) continues to cool the fire. The tugboat CARLO MAGNO (Augustea S.A.) accompanies the group on standby. MSC FLAMINIA's own firefighting system is especially cooling the area in front of the superstructure. Due to the extinguishing water and damaged cargo, MSC FLAMINIA is listing by 8 degrees.

#### MSC Flaminia latest. Shippers requests go unanswered. Why?

**July 24:** NSB confirmed that MSC Flaminia is under tow, starting July 20 evening. Latest known position is 48.33N 017.03W 22.07.2012 17:20, speed 5 knots course 91 degrees. Meanwhile, I received one more letter from a worried shipper complaining he can't get an answer from NSB or whoever, with regards to the exact location of his container. It is:

*My family's household goods are on this vessel. Despite my giving NSB the container number, they still cannot tell me if it was in holds 4,5, or 6. Is there a diagram or blue of this vessel? I am sure anyone with goods on board are very frustrated with the lack of information.*

I in my turn, was trying to find somewhere MSC Flaminia blueprint, but failed. MSC Mediterranean Shipping Company official website provides a minimum of information on vessels. Is there no way to find out where this or that container is stacked in situations like this, or is it just MSC and NSB failure? They must have a cargo plan, and they must have a contingency plan or scheme to deal with clients, unless not answering to clients requests is a plan, and the major liner company just doesn't have any other. Or maybe they don't want to upset shippers and accidentally, give them too early start to proceed with claims?

Industry media is keeping silence and simply re-prints the NSB press-releases, doing it very professionally, without grammar errors or misplaced commas. Is it still politically correct to start asking questions, or industry media simply don't know what to ask and don't understand, what's all about?

#### **MSC Flaminia fire. Shippers are kept in dark intentionally.**

It's almost impossible, actually, to get a compensation for damaged or destroyed cargo from a major liner carrier.

I received a letter from a man who's engaged in stevedoring business, shipping containers across Atlantic on a regular basis. He wrote about the major carriers practices of cargo loss or damage. He's Russian and letter was written in Russian, it's my translation with all possible flaws, but I hope I managed to deliver the main ideas facts.

Voytenko Mikhail

July 24

The problem of compensating containerized cargoes damaged or lost during the transportation is a big headache for many shippers, mostly small and middle-sized, not mention individuals shipping their private goods maybe, once in a lifetime. Not many people know all the hazards and risks involved, until their containers get into trouble on board of liner majors. All the liner companies appeal in case of a dispute, originated by a cargo loss or damage, to the standard BL terms and conditions, printed on the backside of the BL. In accordance with these terms, financial responsibility of the carrier can't exceed the cost of the freight, but if owner declares the value of the goods value far exceeds general freight rate, then, the rate he'll be charged with, will be exorbitant. If the container is damaged or destroyed by for example, fire, then it's up to carrier to offset the remnants in any port carrier finds suitable or convenient, and at best carrier will compensate the difference between total freight cost, and actual cost of delivery. Carrier will do everything possible to prove, that the container was damaged due to force majeure, to avoid paying the compensation, and only in most undisputed cases of carrier's fault carrier may accept the reclamation.

It's almost impossible, actually, to get a compensation from a major liner carrier. For small or middle sized shipper (all the more so for an individual) the chance is close to only those with big container traffic, say several hundred containers shipped monthly, can count on compensation. Even then, carriers are doing all they can to avoid monetary compensation, offering instead rate discount, or a yearly contract at a very attractive freight rate.

In case of a fire all the claims are re-addressed to the initial culprit, i.e. the owner of the inflammable or explosive goods which caused explosions and fire on the vessel during the voyage. In order to save on freight, many shippers don't declare dangerous goods, and such a malpractice is already a problem. Well, as a rule, it's almost impossible to get a compensation from the offender, as he's most probably, a small company which just don't have capital enough to cover the tremendous losses.

As for MSC Flaminia fire and panicked clients who can't get the information about their containers – not, mind you, the condition of their containers, but just technical information about the exact location of the containers on board of the vessel – well, it's obvious, that the carrier, namely MSC, is hurriedly carrying out an investigation as to cause of the fire, and won't reveal any information about the containers until vessel will reach the port. Carrier is trying to minimize the possible losses which may be incurred by possible claims, taking into account all the aspects and circumstances of the fire and following developments, including dubious evacuation of the crew and as a result uncontrolled spread of the fire during the three days of the derelict vessel's drift in the ocean.

#### **MSC Flaminia present position, some 260 miles off Brest**

**July 25:** MSC Flaminia is proceeding under tow of salvage tug Fairmount Expedition with Anglian Sovereign and Carlo Magno tugs proceeding along on a standby, at 0 UTC July 25 caravan was in position 48.20N 011.12W (some 260 nm West of Brest) on course 90-93 deg speed about 4 knots. Presumably salvage team will board Flaminia on July 25, it's possible, that the vessel may resume sailing under own power and arrive to yet unknown port much sooner than it is expected now (July 27 at pre speed).

#### **Latest news from NSB Niederelbe website:**

##### **Buxtehude, July 24 2012**

According to salvage experts on site, the fire onboard MSC FLAMINIA is under control since yesterday afternoon. The tugboat ANGLIAN SOVEREIGN is constantly monitoring temperatures onboard the vessel via a laser thermometer and is ready to resume cooling if necessary.

Due to thick fog the salvage team is currently unable to board MSC FLAMINIA. As soon as visibility improves, a salvage team will go onboard to check each container individually and extinguish any discovered fires. Only after this procedure MSC FLAMINIA will receive the permission to make a port call. It is currently not concluded when the vessel will call next as this is still under review.

MSC FLAMINIA is still towed by FAIRMOUNT EXPEDITION, with ANGLIAN SOVEREIGN und CARLO MAGNO on standby. The vessel still lists by approximately 10 degrees due to damaged cargo and extinguishing water.

#### **MSC Flaminia and now Maersk Kinloss accidents are not just accidents, but a wide-spread malpractice**

**July 26:** I received yet one more letter from one more hapless shipper with goods on board of MSC Flaminia. He as well as others can't get any information about his goods from either MSC or NSB, and he considers such an attitude as a criminal act. He has his own ideas as for the reason crew abandoned MSC Flaminia, and they seem to be very convincing in light of another accident which happened several days ago on board of the Maersk Kinloss in Black sea (see Explosion in container loaded with dangerous aluminum phosphide on board of Maersk Kinloss <http://www.odin.tc/news/read.asp?articleID=1113>)

All those accidents taken together, make us to believe (not assume, but just that, believe), that explosions and fire, that the goods destroyed or damaged on board of boxes operated by liner majors, are not accidents, but in fact, already a wide-spread practice. It's practice of endangering ships, crews and goods, and abusing the clients.

By now I have been contacted by three indignant shippers, one of them is already going to sue the carrier. I suppose there are dozens of others. I invite all those who have a reason to believe their rights and privileges were already abused, write to me the details [vmd@odin.tc](mailto:vmd@odin.tc) and I in my turn, will hand all the materials over to competent individuals, who'll try to organize some kind of collective claim.

Voytenko Mikhail

#### **A letter from a Dutch company (I don't publish the name of the company until specially asked):**

*We are a Dutch company having container on board of the MSC flaminia and are very upset about the fact that no information is given. We experience this as a criminal cause we think we have the right to know where we stand so we can act. We don't understand why they won't inform us better, we have trouble enough due to this fire when we ask for the location of the container to calculate the chance of lost we only get answers like "we don't know where your container is located"... this upsets us, do you think we come out of an egg or so? do they seriously try to tell us that they just load a ship and see where they end up or so? What is this for crap? We and many others have damage enough, a bit more information would help taking the right steps for the moment to decide what to do.*

*But we understand, this seems to be a smelly story, cause if you have nothing to hide why wouldn't you inform your customers?*

*It brings us to the point "smelly", the captain knows exactly what 'dangerous goods' are loaded on the ship. Obviously there are goods on board which shouldn't be on board where not loaded properly or in the wrong area? calciumhypochlorite for example is only supposed to be loaded on the decks under special conditions (needs to stay cool and ventilated!!!!) or is it fireworks or worse? why else would the captain (a very experienced and respected sailor) abandon ship within a few hours after the fire started? didn't they activate the ships own fire installation? Doesn't a captain abandon ship as the very last person in row or are all the captains now adays covered? Or did the captain get orders to leave the ship asap before it explodes or did he himself decide to leave the ship cause he knew what was loaded which was very dangerous? How can you leave a ship like this, worth hundreds of millions, floating in the middle of the atlantic without crew, without a captain???? If this isn't smelly than we probably do came out of an egg...*

*it's just saving time to probably get ridd of as much evidence as possible and getting away of their responsibilities!*

*besides all the problems caused by this accident our thoughts go to the wounded and the families of the missing and died sailors, we wish them all the best with these losses and hope that the carrier will at least take good responsibility for them all!*

#### **MSC Flaminia in trouble again?**

**July 26:** MSC Flaminia seems to be in some kind of trouble again. During the day July 25 the convoy was on rather erratic move, dropping the speed nearly to full and changing courses to opposite and back to generally eastern direction, latest known position is timed 25.07.12 14:39 UTC at 48.16N 010.37W, with no data since then. I didn't publish any updates on its' website, either. Looks like there's trouble brewing again, and maybe the letter I received from one more distressed shipper, and re-accident with boxship Maersk Kinloss (see Maritime Bulletin news), explains the character of the possible emergency.

**Latest news from NSB Niederelbe website:****No news since July 24 2012****MSC Flaminia proceeding at twice lower speed than claimed**

**July 27:** At 26.07.2012 16:48 convoy was in position 48.15N 009.26W, moving on course 60 deg at a speed 3.5 knots. NSB said MSC Flaminia is towed to UK waters speed of some 4 knots. But in more than 24 hours interval between known positions at 25.07.2012 14:39 and at 26.07.2012 16:48 convoy sailed less than 50 miles, w means the average speed of the convoy was less than 2 knots. Maybe because the speed was reduced during boarding of the rescue team, maybe there are some c reasons.

**Latets news from NSB Niederelbe website:****Buxtehude, July 26 2012**

MSC FLAMINIA and its accompanying group of tugs is currently located 170 nautical miles off the coast of the UK and progresses at a speed of four knots. Due to damage cargo and extinguishing water, the vessel is listing by 11 degrees. After the prevailing fog of the last days lifted, a team of firefighting experts was able to board MSC FLAMINIA yesterday. However, a closer inspection of the cargo holds was not possible due to the ongoing generation of heat. The ship's own firefighting system was switched off. Over the situation onboard MSC FLAMINIA has improved. The emission of smoke from cargo holds 4 and 5 has declined significantly. Nevertheless, hotspots inside of individual containers should still be reckoned with. Today a team of firefighting experts will again go onboard MSC FLAMINIA. It is yet unsure when a one-by-one inspection of containers can commence. This inspection aims at eliminating any smouldering fires inside of containers.

A permission to enter a sheltered coastal area will be decided upon by British authorities in the coming days.

**MSC Flaminia and tugs stealthing into English Channel with MSC Flaminia going under own power?**

**July 28:** Latest NSB press-release is dated July 26, no news since then – weekend plus Olympic Games, maybe? No time for trivialities? AIS data of three salvage tugs MSC Flaminia give a lot to think about. MSC Flaminia, Fairmount Expedition and Anglian Sovereign simply disappeared from July 26 – July 27 morning. Tug Carlo Magno position at 28.07.2012 02:06 UTC was 49.25N 005.43W (36 nm SSE of Land's End, Cornwall), speed 10.2 (!) knots, course 65 degrees – heading straight into English Channel. Unless Carlo Magno is on a scout mission sent ahead to look for bad guys, or is relieved from the operation, it means all the vessels are proceeding at about same speed, and that's impossible unless MSC Flaminia is proceeding under own power. There is some kind of vagueness in latest NSB press-release, hinting at such possibility. What it means is clear - MSC Flaminia when abandoned, was not just seaworthy, MSC Flaminia was under way and capable of sailing under own power. It's not weird! AIS of all vessel except MSC Flaminia gives ETA to somewhere in South England as afternoon July 28.

**MSC Flaminia circling around off UK, tug Carlo Magno berthed in Falmouth**

**July 29:** Salvage tug Carlo Magno left the operation for unknown reason and arrived Falmouth July 28, and presently is berthed in the port. So yesterday's assumptions were wrong, MSC Flaminia is under tow or whatever, last known position is 49.00N 008.49W at 28.07.2012 09:32, speed 1.6 knots, speed 282 deg. Convoy could already reach some safety place in UK, why do they circle around is anyone's guess. On Monday NSB will enlighten us on the latest developments.

**MSC Flaminia and tugs drifting off UK. Carlo Magno back in the game?**

**July 30:** MSC Flaminia is drifting, last known position is 49.00N 008.49W at 28.07.2012 09:32. Salvage tug Carlo Magno it seems, is back in the game, leaving Falmouth steaming presently to presumably, MSC Flaminia, being at 29.07.2012 19:46 in position 49.28N 006.25W, Course 248 Speed 10.7. Maybe vessel was refueling, but it probably, she loaded in Falmouth some materials, spare parts or whatever else, required for the salvage operation. If Carlo Magno is returning to the operation, then, some people had to board the tug in Falmouth to go to MSC Flaminia – specialist, some of the crew, or both. Why do MSC Flaminia and tugs keep away from UK waters present, impossible to explain. Maybe situation is worse than they say in press-releases. Maybe UK authorities want a guarantee MSC Flaminia won't turn into full-scale disaster being in UK waters. Maybe company still tries to sort out the containers on board in order to minimize losses. Maybe all of it.

**Latest MSC Flaminia news from NSB Niederelbe website:****Buxtehude, July 29 2012**

MSC FLAMINIA and the accompanying group of tugboats have assumed a waiting position approximately 100 nautical miles off the British coast. While the team of firefighting experts is onboard MSC FLAMINIA, the vessel is not towed. Today, a team of firefighting experts has again boarded MSC FLAMINIA. It is yet unsure when a one-by-one inspection of containers can commence. This inspection aims at eliminating any smouldering fires inside of containers. Firefighting and shipbuilding experts on site are among other things assessing the stability of the vessel. Overall, the situation onboard MSC FLAMINIA continues to improve. According to firefighting experts, almost no smoke generation can be observed from cargo holds 4 and 5. Nevertheless, hotspots inside of individual containers should still be reckoned with. A permission to enter a sheltered coastal area will be decided upon by authorities in the coming days. Once the vessel has arrived at a so-called "sheltered area", a secure sea area close to the shore, further more thorough investigations can be continued.

**MSC Flaminia moving from land into the ocean. Crew restricted in contacts.**

**July 31:** MSC Flaminia with salvage tugs drifting vicinity 48.00N 010.00W as of 30.7.2012 00:00 UTC, moving from nearest land into the ocean, which is just unexplainable conventional approaches unless something is going on in there, of what we don't know anything about. I may be wrong but somehow I feel MSC Flaminia is capable of sailing under own power, and the delay and very strange movements are caused by nothing else but actions deemed to be necessary for reducing future financial losses and claim. Meanwhile, I was informed, that the rescued crew of MSC Flaminia was restricted in contacts, especially with media. It was said "they're escorted". There are other unpleasant news for the carrier which I can't yet publish without the permission from the source.

Voytenko Mikhail

**MSC Flaminia heading into the Atlantic. News about containers.**

**August 1:** MSC Flaminia and tugs keep moving into the Atlantic, and it is not drift, they're moving in SSW direction at a speed of some 2 plus knots. NSB said they're moving further ocean because of deteriorating weather, which is rather unusual way to stay off trouble. I was informed by a knowledgeable source that at least 40% of all containers on board are sound and undamaged, though some cargo in some of the containers may be damaged by smoke or by water during firefighting. The fire extended a little into stack loaded on No. 3 hold, but No. 2 hold or the deck containers were not directly affected by fire.

**Latest MSC Flaminia news from NSB Niederelbe website:****Buxtehude, July 31 2012**

Since yesterday evening the team of firefighting experts is unable to go onboard MSC FLAMINIA due to bad weather conditions. In the coming days a further deterioration of the weather is predicted. Therefore, MSC FLAMINIA and the group of tugboats have pulled out of the 200 mile zone and maintain a position approximately 200 miles off the British coast. According to the salvage team on site the fire in cargo holds 4, 5 and 6 has been extinguished. However, smoke is visible above cargo hold 7 and temperatures in this area are rising. MSC FLAMINIA is still listing by 10 degrees.

A decision to enter a sheltered coastal area has not yet been made but is expected in the coming days.

**MSC Flaminia keep moving into the Atlantic in southern direction**

**August 2:** MSC Flaminia and salvage tugs keep moving in southern direction into the Atlantic, last known position at 31.07.2012 was 18:00 47.00N 011.15W, average speed during 24 hours ending 18:00 July 31 was around 1.5 knot. What's the reason for moving deep into the ocean? Weather conditions dictate safest and most convenient course and speed? Maybe. No NSB press-release during August 1.

**MSC Flaminia keep moving into Atlantic. France environmentalists fear the worst.**

**August 3:** MSC Flaminia and tugs keep moving into Atlantic, at 01.08.2012 18:00 UTC they were in position 46.35N 011.35W, advancing in southern direction at an average speed just above 1 knot and sailing some 26 miles in 24 hours from July 31 18:00 till August 1 18:00. No press-release from NSB since July 31. Quest – France on August published a photo of MSC Flaminia taken from air recently. France environmentalists fear that the vessel may sink in the Atlantic, is it just an assumption, or do they know something we don't know? They insist vessel should be moved to nearest safety haven in order to avoid possible ecological disaster. It's impossible to believe that one decided to intentionally sink the vessel, unless there is something on board we don't know anything about. Still, environmentalists fears seem to be exaggerated.

**MSC Flaminia and tugs still move on into Atlantic in quest for a fine weather**

**August 4:** MSC Flaminia and tugs still move on into Atlantic, steering more to west, in general SW direction. During 36 hours interval between two known positions (01.8.2

18:00 and 03.8.2012 06:30) MSC Flaminia sailed 60 miles at average speed 1.5 knot. NSB published press-release on August 3 mentioning again the bad weather hampering salvage operation, are they sailing into the middle of the Atlantic intending to find somewhere there a quiet place? That's quite an innovation in the practice and history of maritime salvage. One more photo published by Quest – France.

#### Latest MSC Flaminia news from NSB Niederelbe website:

##### Buxtehude, 03.08.2012

Situation on board the MSC FLAMINIA is unchanged. The team of firefighting experts has been unable to board the vessel since July 30th, 2012 due to bad weather conditions. A change of weather situation is predicted for Sunday this week. A detailed statement regarding the condition of cargo hold 7 is only to be made when the salvage team can board the MSC FLAMINIA again. Temperatures are monitored continuously in this area in order to carry on with boundary cooling. MSC FLAMINIA is still listing approximately 10 degrees. Her waiting position is approximately 360 nautical miles off the British coast. A decision to enter a sheltered coastal area has not yet been made and is expected in the coming days.

#### MSC Flaminia keep moving into the Atlantic, taking more to west

**August 5:** MSC Flaminia and tugs keep moving into the Atlantic, taking more to west, and as of last known position at 03.08.2012 16:56 in 46.03N 013.21W, sailing in general WSW direction at an average speed 2 knots. During the 10 hours interval between two last known positions they sailed about 22 nautical miles. No news from NSB during August 4.

#### MSC Flaminia moving back to UK

**August 6:** MSC Flaminia and tugs are moving towards England in general direction NE at an average speed 3.5 knots, last known position at August 5 23:00 UTC in 47.01N 010.43W. No news from NSB since August 3.

#### MSC Flaminia dead reckoning. Fighting fire by letting it burn itself out.

**August 7:** No precise position since 5.8.2012 23:00 UTC, assuming MSC Flaminia and tugs keep the same direction and speed, at 24:00 6.8.2012 by dead reckoning were in the vicinity of 48.30N 009.20W. NSB published a press-release on August 6, saying that "Boarding had not been possible since July 30 2012", adding that "Smoke emission in cargo hold 7 has declined significantly". It means fire was burning out by itself for 6 days straight. Weather is to blame, said NSB. Containers on board of MSC Flaminia were on fire without firefighting for some 4 days in July 13 – 17 period and for 6 days in July 30 – August 6 period.

Could the responsible companies, MSC and NSB, direct MSC Flaminia and tugs to sheltered waters somewhere around Europe?

Was it inevitable and necessary to tow MSC Flaminia deep into the stormy Atlantic ocean for at least 5 days straight?

Did the companies do everything possible to tow vessel to sheltered waters and failed, rejected by coastal states authorities?

If they didn't do it, if "shelter" option was possible but ignored, then, why did they take the Atlantic route? To let the goods burn out and then beat off claims by implying a major cause?

#### Latest MSC Flaminia news from NSB Niederelbe website:

##### Buxtehude, August 6 2012

Thanks to improving weather conditions, a team of firefighting experts is able to board MSC FLAMINIA and continue the salvaging efforts today. Boarding had not been possible since July 30 2012. The current measures aim at inspecting areas which had not been accessible so far. Also, data is being collected to calculate and assess the stability of the vessel. Smoke emission in cargo hold 7 has declined significantly. Temperatures in this area are also dropping again. Currently, no cooling by the accompanying tugboats is necessary. MSC FLAMINIA is still listing by approximately 10 degrees. A decision to enter a sheltered coastal area has still not yet been made.

#### MSC Flaminia still in a dead zone. Why?

**August 8:** MSC Flaminia and salvage tugs still don't show up in the area of stable AIS signal monitoring, though they should reach the area during August 7. They're still around somewhere in the Atlantic without any plausible explanation from NSB and MSC about the situation and the circumstances. Are they looking for another storm? What? NSB latest press-release was dated August 6.

Last week I was able to find out about the containers of one of the shippers, according to the information from MSC office containers were safe, being stocked in Hold 2. Yesterday August 7 shipper called me and said MSC informed him one of the containers was destroyed. What actually happened to his containers, whether they're all safe or only one was destroyed, is still unclear. He was calling MSC offices, regional and head-quarters, for weeks, like many other shippers, but his calls were answered yesterday.

Why MSC Flaminia is stubbornly kept in the Atlantic, what is the reason? Are the authorities of coastal states rejecting the shelter? It was understood that the plan was to tow MSC Flaminia into UK waters. What happened, do UK authorities prohibit shelter fearing disaster? If that's the case, at least we have a right to know, that if a distressed vessel happens to be in the Atlantic near EU waters, it's better and cheaper not to meddle with the salvage, but just sink her while she's in the ocean, and save the trouble.

But MSC Flaminia is still afloat, so what is it UK or other states are afraid of? MSC Flaminia could be in a safe place by July 30. There are only two possible explanations for MSC Flaminia strange salvage operation – either UK or other EU states reject the shelter, or MSC and NSB are too busy trying to cover the losses, they just need time for privacy and don't want any angry shippers around. The Atlantic seems to be the perfect choice, then.

Voytenko Mikhail

#### MSC Flaminia latest position. Circling around.

**August 8 evening:** Reader of the Maritime Bulletin who has an access to LRIT data sent me latest known position of the tugs Carlo Magno and Fairmount Expedition, at 00:00 UTC August 8 Carlo Magno's position was 48.06.1N 009.24.4W Course 296 Speed 2.9knots. The Fairmount Expedition is somewhat behind at 47.48.8N 008.56.8W Course 329 Speed 2.8 knots. Latest AIS data showed Carlo Magno position as 48.04N 009.17W at 21:54 August 7. On the face of it, they are just circling around. Reader believes coastal states just don't give the permission to enter their waters. No news from NSB yet.

#### MSC Flaminia rejected shelter by EU coastal States

**August 9 afternoon:** MSC Flaminia latest known position at 9.9.2012 06:55 UTC 48.23N 009.50W, see map. NSB finally, explained the mystery of Atlantic wandering predictably, coastal states don't give permission to enter their waters. With all the flaws and malpractice of NSB and MSC, behaviour of coastal states is just outrageous and a precedent (there were other precedents, of course tanker Prestige tragedy being most notorious), puts shipping in an absolute intolerable situation. What to do in case of serious casualty off EU coast? Tow vessel to Africa, or sink her, or what?

#### Latest MSC Flaminia news from NSB Niederelbe website:

##### Buxtehude, August 09 2012

The fire on board MSC FLAMINIA remains under control. Individual hotspots still have to be fought. Thanks to stable weather conditions, salvage and firefighting operations are continued. The vessel is listing by 10 degrees. Since a permission to enter a coastal area is unfortunately still not granted, the position of MSC FLAMINIA remains unchanged. Without such a permission, which can only be given by European coastal states, the salvage of the vessel is not possible and the success of the operation is compromised. Helmut Ponath, CEO of Reederei NSB comments: "I consider it shocking that in this situation a ship under German flag does not receive a permission from European countries to call at a port." Currently, intense negotiations are conducted with all littoral states. NSB also remains in constant contact with German authorities in order to make use of all possibilities for continuing the salvage operation.

#### MSC Flaminia as a nowadays Flying Dutchman. Family lost everything in MSC Flaminia fire.

**August 11:** MSC Flaminia like a Flying Dutchman keeps moving around outside EU waters, last known position at 06:42 UTC August 10 47.33N 010.08W, Course 267 speed 3.1 knots. What would happen if crew remained on board, would the vessel be rejected shelter in that case? And what it is exactly EU coastal States are afraid of, what are the reasons for rejecting MSC Flaminia shelter in their waters? Vessel doesn't look like an inevitable wreckage doomed to sink as soon as she reaches EU waters, because the so-called "ecological disaster". NSB and MSC don't say anything plausible in this regard, but there must be a reason or pretext. Meanwhile, I've got a letter from yet more desperate person affected by the accident. It looks like all his personal belongings, everything his family bought, kept and was surrounded with for decades, including children's toys and car, were destroyed by fire. Here it is:

Hi

*My name is Marzena. Twelve years of my life is on or rather was on the MSC flaminia. I am trying to find some one who is affected by the fire on that ship. I sent all that to Poland and now is gone. I have read that individuals like my wont get any compensation for our container I am desperate to get in touch with other victims so maybe we*

*all join our forces to fait this ship mafia. Please if you can provide me with some information about the others I am left with nothing. My children do not have bed to slip clothes to wear or toys to play because everything was there including my car.  
Please, Please, Please*

A very sad story indeed, and once again, I invite all those affected by the fire and willing to fight for compensation, to unite and try to figure something out. I've got contact four affected individuals and companies.

Voytenko Mikhail

August 11

#### **MSC Flaminia, no news**

**August 12:** MSC Flaminia - no news and no recent positions of the convoy. The latest position is 10.8.12 06:43 UTC, see the map. No news from NSB, either. The tug An Sovereign meanwhile, made a trip to Falmouth, obviously to pick up some materials and spares and maybe specialists. Vessel arrived at Falmouth A&P Falmouth Shipyard on August 9 and left on August 10, on August 11 at 14:00 UTC vessel was in position 48.50N 007.25W, steaming to the convoy.

#### **MSC Flaminia keeping off EU waters. Owner of vintage American cars still in dark.**

**August 13:** MSC Flaminia and salvage tugs still move around keeping off EU waters, because they are not allowed shelter by Coastal States. Latest known position of August 11 17:41 UTC, see map. No news from NSB, latest dated August 9. Meanwhile, French Brittany edition 7SEIZH published an article on MSC Flaminia saga with story of yet another shipper suffering from the lack of information and possible loss of his expensive goods, vintage cars: a 1960 Pontiac GTO convertib 1965 Mustang coupe and a Mustang GT 1968. American car club de France (ACCF) finds the behaviour of the carrier MSC most disappointing, as they still can't get information about the disposition of their containers on board of MSC Flaminia. Read the article at <http://7seizh.info/la-situation-du-msc-flaminia-engendre-des-inquietudes/>

#### **Latest news from NSB Niederelbe website:**

##### **Buxtehude, August 13 2012**

As weather conditions remained stable, firefighting experts onboard of MSC FLAMINIA continued to extinguish individual containers until yesterday evening. Currently, we conditions worsened, forcing the suspension of the operations until the weather improves again. During the past days the salvage team was able to stabilize the vessel pumping water from the cargo holds into the ballast water tanks. By now, MSC FLAMINIA is listing by just 2.5 degrees. With this list, the vessel is stabilized to the extent the entry into an emergency port is possible. MSC FLAMINIA and its accompanying group of tugs are currently holding a waiting position approximately 240 nautical mile the coast of the UK.

Despite ongoing talks with all involved authorities, a permission to enter a sheltered coastal area or an emergency port has not been granted yet.

#### **MSC Flaminia making legs depending on weather. Rights abuse.**

**August 14:** MSC Flaminia and salvage tugs keep moving in the Atlantic outside EU waters (see map), making legs whose length and directions presumably, depend weather condition. NSB published press-release on August 13 saying the list was reduced to 2.5 degrees, and hopefully, that will finally convince Coastal States authorities the vessel is stable and may be permitted to enter a port. We may presume then, that the main reason for rejecting the shelter was a big list and fears of capsizing? NSB MSC don't give the details of the shelter denial, thus fouling the public "right to know" once again, because the denial of the emergency shelter for a distressed vessel by authorities is an accident in itself.

The owners of the containers stored on board of MSC Flaminia already suffer losses even if their containers are undamaged, just because they can't get from MSC information about the containers. I mean, not a detailed information about container's present condition, that would be too much to ask, but just an information about the location of the container aboard, and if container was stored in the fire area, then the owner would figure out the rest by himself and start acting respectively. A quote from letter of yet one more owner of the container on board of MSC Flaminia:

*I can attest that the worst part is not either knowing that we might have lost almost everything, or that we might have to wait four or five months to see our stuff if it survived worst thing is NOT KNOWING anything at all. The lack of news is a killer, but thanks to you, we know how things are evolving. We were kind of camping in the flat I'm renting Dubai, with the bare minimum things, waiting for our household items to arrive. If it wasn't for your blog, we might be still waiting for them, but thanks to your regular updates we now know what to expect and we have started to buy some furniture and other items to regain some normalcy in the flat.*

He's a private person with family goods, but the companies whose goods are loaded on MSC Flaminia, suffer the losses, too, even if their goods are undamaged, just due to the lack of the information. For example they have goods already sold to their customer, and customer fearing the worst, demands refunding. The company refunds customer, probably with compensation, but the goods in question are safe, and that's already a loss, not to be compensated by a carrier. The company will have to somehow dispose of the goods rejected by the customer – store them, and start looking for a new buyer. The point is, many clients of MSC already fell victims, not to the fire (their goods may be safe), but to the lack of information only.

But look at the manner MSC and NSB treat their clients and public in general – they behave like they don't have a care in the world, and not without a reason. The reason is very sound one. They are not afraid of the possible claims filed by minority clients, individuals or small companies. They know they'll beat them. Such is the manner of all "players" in any given industry sector, be it liner business or pharmacy, or whatever. Look at the media – major media, including industry media, don't dig into the matter generally, don't stand up for the rights of the small ones. They'll raise a hell at each opportunity when it comes to right abuse in places we may never hear about, but they are blind to mass right abuses of the ordinary folks going on right under their noses.

Voytenko Mikhail

August 14

#### **MSC Flaminia was rejected the refuge because she could interrupt the Olympic Games, said the UK**

**August 15:** MSC Flaminia fire is not what it seems to be and what MSC and NSB are telling to public. Most probably, there is a very dangerous cargo on board we don't know anything about, either explosives or highly poisonous materials, maybe of a military character. Several facts:

Crew abandoned the vessel without any visible real danger to them or to the vessel, vessel all by herself survived the fire being abandoned and unattended, survived the storm and as is can be seen on just stunning air video [http://www.ouest-france.fr/actu/actuDet\\_-MSC-Flaminia.-Plus-de-danger-l-etat-du-naus-ameliore\\_39382-2104288\\_actu.Htm](http://www.ouest-france.fr/actu/actuDet_-MSC-Flaminia.-Plus-de-danger-l-etat-du-naus-ameliore_39382-2104288_actu.Htm), is now proceeding under own power. Maybe I'm mistaken and there is tug somewhere far ahead of MSC Flaminia, missing by camera? Have a look yourselves.

Information I received yesterday August 14:

The MSC FLAMINIA is currently sitting off UK territorial waters where she is expected to remain pending a decision by the UK authorities to either allow her to transit through the English Channel or to allow her into a place of refuge, where the salvors can take the steps necessary to stabilise the casualty before she heads to into a nominated port of refuge (at present expected to be either Rotterdam or Zeebrugge) where she will discharge any sound/part sound cargo.

The UK, French, Dutch and Belgian Authorities have recently met with salvors to discuss the casualty's predicament and to explore the options available. The UK Authorities are particularly concerned that the damaged vessel may cause an interruption to the Olympic events, currently taking place off the West Coast of the UK, and the potential to the environment from the extinguishing water. There is also concern as to the structural integrity of the vessel, particularly since she is facing testing gales force weather conditions. A decision by the territorial authorities will be taken once the salvors have produced a passage plan, salvage plan and a stabilisation plan and any subsequent services are expected to last at least a further 4 to 5 weeks.

On what grounds do authorities reject the refuge to the visibly stable, seaworthy vessel? Fire is almost out, list decreased to some 2 degrees, and more to that, French vessel shows vessel proceeding under own power. Why escorting tugs were running between MSC Flaminia and Falmouth, carrying presumably, some equipment and specialists why there were so many difficulties in boarding apparently sound vessel? How the distressed MSC Flaminia could possibly endanger Olympic Games (no less!), when she is definitely not in danger of sinking or big fire, and how her fire would possibly interrupt Olympic Games?

At present all the vessels proceed in western direction at a speed which is much higher than usual for the towage, they sailed some 90 nautical miles during 24 hours between 03:13 UTC August 13 and 03:18 UTC August 14, and at 14.8.12 03:18 UTC they were in position 49.47.2N 013.37.9W, course 300 deg speed 6 plus knots. Maybe the vessel is sailing back to US, where the voyage started, as the only place to deal with the dangerous cargo?

**Latest news from NSB Niederelbe website:****Buxtehude, August 14 2012**

Due to the inconsistent weather conditions salvage operations onboard MSC FLAMINIA can not be conducted continuously at the moment. The position of MSC FLAM remains unchanged and the vessel is listing at 2.5 degrees. Negotiations regarding the permission to enter a sheltered coastal area or an emergency port are still without result.

**MSC Flaminia keeps moving west. NSB responded to my news.**

**August 16:** MSC Flaminia and tugs for the last 24 hours with known positions dated 14.8.12 03:18 and 15.8.12 02:25 UTC moved some 60 nautical miles in western direction at last known position general course was 280 deg, speed 5.4 knots. NSB immediately reacted to my news dated August 15 with a press-release explaining the reason for sailing in western direction. It's interesting to note, that some of the NSB press-releases were published right after my news apparently as the answers to my allegations. I for my news, would they bother with press-releases at all, I wonder?

As for my allegations, it's true, they're allegations, though based on facts and as such, they're not just wild guesses. Coastal States may be afraid of the structural damage which may lead to cracks and broken hull, as was the case with MSC Napoli in year 2007 in Lyme Bay, UK. But facts say MSC Flaminia is stable, or at least was, so unless those responsible for the vessel will drag her around in the Atlantic until she'll finally develop structural damages, the grounds of the refuge denial will still remain a mystery. Anyway, whatever are the real reasons behind the already quite unique salvage operation, MSC and NSB have nobody to blame for the allegations and accusations, except themselves. They publish inadequate and too scanty updates, and they treat their clients in a most objectionable manner. They're lucky major media have other more topics at their hands right now, but major media are an unpredictable beast, they may get bored soon, with the closing of the Olympic Games, and start looking for a new pr Voytenko Mikhail

**Latest news from NSB Niederelbe website:****Buxtehude, August 15 2012**

There is still no permission for MSC FLAMINIA to enter a sheltered area or a subsequent emergency port. Reederei NSB and the salvage company both remain in contact with all littoral states to acquire this permission.

At the same time, MSC FLAMINIA and its accompanying group of tugs have taken a position over 400 nautical miles west of the entrance of The English Channel to avoid weather and the expected swell. Since the coming days are projected to bring deteriorating weather conditions, the group has set a northwesterly course to an area where swell is expected. Its speed is 4.5 knots.

A significant impairment of the stability of MSC FLAMINIA due to the expected wave height cannot be excluded and is observed apprehensively. In the meantime, Reederei NSB has declared general average for the vessel.

**MSC Flaminia moving west under tow**

**August 16 afternoon:** MSC Flaminia moving in western direction under tow, convoy was in position 50.09N 017.49W at 01:37 UTC today, at a course 272 deg speed 5.4 knots. I've been mistaken assuming MSC Flaminia proceeds under own power, judging from the French video <http://www.odin.tc/news/read.asp?articleID=1205> – I've had doubts about the stern trails, but confused into mistake by a tug too much to starboard, and too high speed. A specialist in towage said after watching video, that MSC Flaminia is definitely under tow, propeller stopped, the tug to the starboard is doing the towage. It's the second time I mistake MSC Flaminia for sailing under own power, maybe because I believe vessel is capable of sailing under own power, I can't see why not. Too many guesses and assumptions are just inevitable in stories like this one, where truth is shrouded in scanty info and allusions. Still, it's hard to believe in a nice smooth story MSC and NSB are trying to tell, with main culprits being Coastal States and weather. There are some facts which can't be explained by the MSC and NSB story, just can't.

Voytenko Mikhail

**MSC Flaminia moving in SW direction. Vessel to be escorted by Navy and Air Force.**

**August 17 afternoon:** MSC Flaminia moving in SW direction under tow, convoy was in position 49.05N 019.04W at 01:57 UTC today, at a course 224 deg, sailing some 60 nautical miles during last 24 hours. No news from NSB, though what can they say? That the vessels move deep into the ocean hoping to find there nice quiet area with strong winds and high waves?

Le Monde took an interest in the story (I selfishly assume, not without some reference to my investigation), and came to the same conclusion – there is something very strange on board of the vessel, so strange and so potentially dangerous, that the EU authorities still can't agree on a refuge permit. Le Monde found out something more exciting than bare speculations – if MSC Flaminia will be permitted to be towed to either Rotterdam or Zeebrugge, she will proceed through English Channel under a very impressive escort of tugs, Navy ships and Air cover. Any doubts yet about some secretive cargo on board of the vessel?

It may not be military or some clandestine something, it may simply be civilian cargo but so dangerous, that MSC, NSB and EU authorities prefer to keep us in the dark, for their own good, of course. Though my guess is, they care not so much for our comfort, as for their own, afraid clients will start asking the carrier, famous MSC, some unpleasant questions about the practice of carrying such scary goods with their harmless family belongings or vintage cars.

Voytenko Mikhail

**MSC Flaminia changed course and steaming east? Overboard containers mystery.**

**August 20:** MSC Flaminia and tugs latest known position was in 48.22N 020.21W at 18:00 UTC 18.8.12, and presumably, the convoy changed course heading now due west or NE at a speed of 5-6 knots. No news from NSB since August 15. There is one more mystery totally missed in official press-releases – some containers from MSC Flaminia went overboard and were reported as a floating hazard in Navigational Warnings. They may simply fell overboard, though some people assume they may be jettisoned for unknown reasons.

**MSC Flaminia heading for Germany**

**August 21:** MSC Flaminia and tugs are heading for Germany, said NSB in its' latest press-release. Vessels are moving in NE direction at a speed of some 5 plus knots, according to the map. On August 21 there will be a joint press conference of the Central Command for Maritime Emergencies and Reederei NSB. Most probably the last leg of the convoy is now will be the last one in this unique salvage operation. It's too early yet for a final analysis, and who knows, maybe the carrier or the authorities will inform the public about the true character of some cargo on board, or maybe there will be some leak of information. NSB said in its latest press-release that MSC Flaminia was en route from Charleston/USA to Bremerhaven, when the fire broke out, but it was understood that the vessel was to arrive to Antwerpen on July 17.

**Latest MSC Flaminia news from NSB Niederelbe website:****Buxtehude, August 20 2012**

MSC FLAMINIA to enter German waters - Press conference on August 21, 2012

More than five weeks after the fire and the explosion onboard MSC FLAMINIA, a permission to enter German waters could be obtained in cooperation with the German Ministry of Transportation. This noon, the vessel has been assigned to the German Central Command for Maritime Emergencies in Cuxhaven for further coordination ([www.havariekommando.de](http://www.havariekommando.de))

Further details will be presented at a joint press conference of the Central Command for Maritime Emergencies and Reederei NSB. The press conference is scheduled for August 21, 2012, at 11.00 a.m., in Atlantic Hotel Sail City in Bremerhaven. MSC FLAMINIA is currently situated approximately 450 nautical miles off the British coast. The vessel and its accompanying group of tugs are again approaching British territorial waters with the aim of a safety inspection upon arrival.

During the fire and subsequent explosion on July 14, 2012, which occurred during MSC FLAMINIA's passage from Charleston/USA to Bremerhaven, one seafarer had been killed and one is still missing. A third seafarer remains in critical condition and is treated in a specialty hospital for burn wounds.

**MSC Flaminia granted EU refuge thanks to German flag. Best way to stabilize the vessel.**

**August 22:** MSC Flaminia and two tugs are proceeding towards UK waters at a rather slow speed, last known position at 20.8.12 16:30 UTC was 48.23N 015.06W, see map. Tug Carlo Magno seems to be sent on some errand again, steaming towards Falmouth and entering English Channel in the morning August 22. The rest is already known thanks to press-releases and media news – MSC Flaminia is granted shelter in German waters after undergoing preliminary survey in UK waters by a joint team of British, Dutch and French experts. Some media said there are 37 containers on board with hazardous materials, some said there are about 150 containers with flammable goods, official press-releases don't elaborate on that point. But official press-releases are very interesting without the details of containers, saying stunning things if you are curious enough to appreciate it.

**Latest MSC Flaminia news from NSB Niederelbe website:****Buxtehude, August 21 2012**

MSC FLAMINIA will be towed to sheltered anchorage in the North Sea

Under the coordination of the German Central Command for Maritime Emergencies, MSC FLAMINIA will be towed to sheltered anchorage in German waters. Subsequently the vessel will be transferred to a port. While anchoring, experts (firefighters, chemists and engineers) will determine which hazards might emanate from the vessel and cargo. Only afterwards a decision to which port the vessel will be towed, can be made.

A first observation of vessel and cargo will be conducted by British, Dutch and French experts on behalf of the Maritime and Coastguard Agency once MSC FLAMINIA approaches the vicinity of the English Channel on the coming weekend.

**"We are glad that after the assignment to the Central Command for Maritime Emergencies, the salvage of our MSC FLAMINIA is finally proceeding. To us it indicates that our company's philosophy is right and the German flag pays off",** Helmut Ponath, CEO of Reederei NSB, said on a joint press conference in Bremerhaven.

MSC FLAMINIA and its accompanying group of tugs are currently located approximately 350 nautical miles off the entrance to the English Channel. MSC FLAMINIA is expected to reach a so-called sheltered area in German territorial waters in the week after the next. The German Central Command for Maritime Emergencies estimates the complete salvage operation will take up to two months.

#### MCA UK press-release

Tuesday, August 21, 2012

#### UK AND FRANCE SEND TEAM TO INSPECT STRICKEN SHIP

The United Kingdom Secretary of State representative for Maritime and Salvage Intervention (SOSREP) Hugh Shaw and the French Maritime authorities have decided to send a team of experts to inspect the MSC Flaminia.

To give these experts access to the ship it will be brought to a position 30 miles from the UK. This should enable the inspection team to board the vessel on Friday (subject to circumstances and weather conditions) to carry out a detailed inspection.

The team will include two internationally recognised experts specialising in marine salvage and fire fighting and a specialist fire fighting expert from the Prefecture Maritime. The outcome of the inspection will be made available to all coastal States currently involved with the incident and will enable them to determine if there are any further requirements before the ship transits the English Channel en-route to German Territorial waters.

Hugh Shaw, SOSREP said:

**Much has been done to stabilize the ship since the accident last month.** The inspection team will be able to board the ship and carry out an expert analysis and evaluation. Their report will be passed to all the coastal States along the intended route to Germany and will assist with their decision making and approval processes.

#### Comment:

NSB said that their company's philosophy is right and the German flag pays off. It means that MSC Flaminia under any other flag except Germany or other EU States, should have no chance of refuge in EU waters. If we're to believe MSC, NSB and the authorities, there is nothing unusual and dangerous on board of MSC Flaminia, and all they're worried about was the general condition of the vessel. If that's the case, then, any vessel under any flag except EU, suffering serious casualty, has no chance of EU refuge and is to be either towed elsewhere, or sank in the Atlantic, to keep the planet, namely EU, clean and green.

MCA said in their turn, that "Much has been done to stabilize the ship since the accident last month". Meaning that the best way to stabilize a distressed vessel near EU waters is to tow her around in the Atlantic for at least a month.

What does it all mean actually, is beyond any reasonable doubt. There is some cargo on board of MSC Flaminia, of which EU authorities are still afraid, even though more than a month passed after the fire took place.

Voytenko Mikhail

#### MSC Flaminia soon to enter stable AIS signal zone

**August 23:** MSC Flaminia and two tugs proceeding to UK waters at an average speed 4.5 knots, last known position 49.12N 009.07W at 22:21 UTC 22.8.12. Sometime during August 23 the vessels will appear on public AIS websites with stable signal, available for anybody to monitor them. Tug Carlo Magno is berthed in Falmouth, at the same time as she and another tug, Anglian Sovereign, were berthed during previous calls, during the Great Atlantic Raid of MSC Flaminia and involved salvage tugs.

#### MSC Flaminia waiting for weather to improve. MSC knew but didn't inform the shippers.

**August 25:** MSC Flaminia and three tugs initially involved in salvage (Fairmount Expedition, Anglian Sovereign and Carlo Magno) keep moving around, or drifting, near a distance of some 30 nautical miles south of Lizard Lighthouse. NSB in latest press-release said that the weather conditions in the area are unfavourable for safety inspection, which will be carried out by a group of specialists. The German Central Command for Maritime Emergencies said a chemist is included in the team, and most important for the species is the question of the contents of the containers on board. Latest NSB press-releases are VERY interesting in several aspects, they're given below with highlighted interesting statements. For the cargo owners, the most interesting and important is the following statement:

*Detailed stowage and loading plans have been presented to the salvage company and all involved authorities since the beginning of salvage measures in mid-July.*

What it means is, that the carrier, MSC and NSB, could provide the shippers with information about the location of their containers on board right away from the beginning of the accident, but didn't do it, leaving shippers frustrated and often, suffering losses, even if the goods were intact, due to the lack of information only.

Media said there is already a claim filed by the US company which shipped its' goods on MSC Flaminia, there are no doubts that more claims are to come.

#### Latest news from NSB Niederelbe website:

Buxtehude, August 24 2012

This afternoon, MSC FLAMINIA and its accompanying tug boats FAIRMOUNT EXPEDITION (Fairmount Marine) and ANGLIAN SOVEREIGN (L.P. Knight) have arrived off the southwestern coast of the UK. The planned safety inspection will be conducted as soon as weather conditions make possible a secure transfer of the experts onboard the vessel. So far, the transfer was not possible due to adverse weather.

Already on August 23, 2012, an oil monitoring airplane of the German Central Command for Maritime Emergencies has overflown MSC FLAMINIA. During this flyover it could be confirmed that no liquids are leaking out of the vessel.

The German Central Command for Maritime Emergencies and Reederei NSB continue to intensively work together to coordinate any further processes regarding MSC FLAMINIA's salvage. For any decision, reports and assessments of international firefighting and dangerous goods experts, specialists for maritime salvaging, engineers and ship builders are taken into consideration. Results of the fact-finding team with respect to stability of the vessel and hotspots in cargo holds 3 and 7 remain to be seen.

Buxtehude, August 23 2012 II

Condition of MSC FLAMINIA and dangerous goods onboard containerships

On Friday, respectively Saturday, a safety inspection by two teams of experts and an additional stability analysis conducted by Germanischer Lloyd, will assess the condition of MSC FLAMINIA. Based on the results of this inspection, a decision about the permission to pass the English Channel, one of the most frequented sea lanes in the world, will be made.

Following the fire and subsequent explosion on July 14, 2012, MSC FLAMINIA is showing damages to her cargo holds. **According to calculations of the GL so far, condition of the ship is stable. The hull, superstructure, engine room as well as the stern section and the forecabin of MSC FLAMINIA are intact. No leakages have been detected and the ballast water tanks, into which parts of contaminated extinguishing water have been pumped, are not leaking.** The cargo – including dangerous goods containers – is in a state which allows the passage through the English Channel and her transfer to coastal areas and eventually an emergency port. Such dangerous goods containers are transported regularly on containerships and off-loaded in ports. Radioactive materials are not onboard MSC FLAMINIA. At NSB, dangerous goods classification no. 7 are excluded from the charter parties. **Detailed stowage and loading plans have been presented to the salvage company and all involved authorities since the beginning of salvage measures in mid-July. The German Central Command for Maritime Emergencies, which is leading the salvage effort, also has access to these documents.**

„Dangerous goods are carried on all modern containerships“, Helmut Ponath, CEO of Reederei NSB explains. **"Our ships carry up to 11.000 TEU and it is a normal part of our business to carry dangerous goods, for example chemicals for the German industry, are among them.** Everyone should be aware of that." With the expected local conditions in the English Channel and the North Sea MSC FLAMINIA is capable to be afloat. Given the numerous precautions taken by the experts of the German Central Command for Maritime Emergencies damages to the environment can be excluded. For the German Central Command for Maritime Emergencies and Reederei NSB, the protection of the environment is central to all further salvage efforts.

Buxtehude, August 23 2012

MSC FLAMINIA en route to Wilhelmshaven

MSC FLAMINIA and its accompanying tug boats FAIRMOUNT EXPEDITION (Fairmount Marine) and ANGLIAN SOVEREIGN (L.P. Knight) is currently moving towards Bremerhaven

territorial waters. On Friday, the group is expected 40 nm south of Land's End, the western tip of the UK. Once there, a team of experts consisting of dangerous goods specialists, chemists and salvage experts will conduct a safety inspection onboard the vessel. Together with experts from the UK, France and the Netherlands the condition of the vessel and its cargo will be reviewed to ensure a safe passage through the English Channel. In consultation with the German Central Command for Maritime Emergencies MSC FLAMINIA will be towed to deep water anchorage in the German Bight, approximately 12 nm west of Heligoland. After completion of all planned tasks there, the vessel will then be towed to the port of Wilhelmshaven.

#### **MSC Flaminia and tugs riding out the storm in the open, no UK shelter granted**

**August 26:** MSC Flaminia and tugs are roughly in the same position, though it was reported that the vessel was towed to Lyme Bay, Exeter, on August 25. The survey team didn't yet board the vessel due to rough weather. If vessel was towed to Lyme Bay to shelter from the storm, then the team could already board MSC Flaminia. If Lyme Bay doesn't provide shelter from the prevailing wind and waves, then the bay is more dangerous than the high seas. The tugs are making S-N legs in the same position 30 nm south of Lizard. MSC Flaminia AIS stopped issuing signals since July 26.

Obviously UK authorities don't want MSC Flaminia in their waters. There are enough places in south UK waters to shelter distressed vessel from storm coming from any direction. The meaning of it is, there is something on board of MSC Flaminia, which UK authorities can't risk permitting even for a limited time. They agree to tolerate the vessel close to the coast (no less than 30 nautical miles, it seems) for a survey and then transit through English Channel, but this is it. What's so scary on board of MSC Flaminia? A pack of frozen hostile aliens who thawed in the fire?

#### **MSC Flaminia boarded by specialists. No reason to be hysterical, said the authorities.**

**August 27:** MSC Flaminia and tugs keep moving in the pattern of making S-N legs, see the map. The Central Command for Maritime Emergencies (CCME) of Germany held a press conference on August 26 in Bremerhaven to inform the media and public on MSC Flaminia latest developments. It was told, that there are 151 containers of hazardous materials, mainly chemicals of different types. 55 of them survived the fire intact, 72 destroyed and 24 are damaged. The main concern is the Hold 3, where some spots still are found to be too hot. There is a plan to flood Hold 3, calculations show it won't endanger vessel's stability or structural strength. All the chemicals on board, the CCME quoting NSB and MSC, are of permitted for such vessels and voyages safety Class and don't possess an extreme danger. It is understood that the vessel will be kept outside UK and EU waters until the specialists and authorities will thoroughly evaluate the risks and work out plan of a final phase of salvage operation.

The head of the CCME said that not everything is clear yet, but definitely there is no reason to be hysterical, hinting at media and public unrest and occasional alarming news. Nobody is hysterical though, except authorities and the owner of the vessel, who didn't bother to explain what's on and what's behind such a unique salvage operation, and public unrest was clearly demonstrated.

The questions many ask still remain unanswered, hysterics or not, and as the Head of CCME said, "not everything is clear yet". Just one question – ok, you said the vessel is nothing extremely dangerous on board, but why UK and then, all other States, refused a refuge in such a stern way? MSC Flaminia was under tow to UK until July 28, suddenly she was turned away and began sailing around in a stormy Atlantic. Then there was a moment when definitely, salvage was at a loss as to where to sail next, to near EU or move to some other place in other parts of the Atlantic. If Germany finally, found the vessel safe enough to be permitted to its' waters, why UK refused to permit vessel into a shelter even for a short time required for inspection – not into a port, just to some calm place, so that the team won't have to wait for "weather to improve" board the vessel. Accidentally, half of the salvage time was spent on waiting for weather to improve.

Authorities don't like public to go "hysterical", but public has a right to know and don't like the role of ignorant flock shepherded by flawless, never mistaken and never wrong authorities and multinational corporations.

#### **MSC Flaminia moving into English Channel? No official confirmation yet.**

**August 28:** MSC Flaminia and tugs are approximately in the same area some 30 miles off Lizard, though AIS signal at 01:00 UTC shows they move at speed some 6 knots on course 40-50 degrees, looking like they move into English Channel. MSC Flaminia was said to be ready and safe for English Channel transit after the inspection team reported. Still, it was media news. No press-release either from NSB or German authorities, while UK MCA press-release dated evening August 27 is not conclusive:

Monday, August 27, 2012

Posted 16:24 GMT

#### **MSC FLAMINIA AWAITING INSPECTION**

*The UK Secretary of States Representative for Maritime Salvage and Intervention (SOSREP) Hugh Shaw, has requested that the MSC Flaminia remains in a position 30 miles south of Lands End in order to allow SMIT Salvage to stabilise the ship.*

*This is in preparation for an international coastal state inspection team to board her to carry out an assessment prior to her getting approval to proceed to German territorial waters.*

*The team of six includes specialists in maritime salvage and fire fighting. The experts need to carry out a detailed inspection of the ship to make sure it is safe to transit the English Channel, Dover Strait and other coastal state waters during the passage to Germany.*

*Salvors are still taking steps to reduce the temperatures on board. The inspection team will be able to carry out their work once these risks are eliminated or reduced to an acceptable level and weather conditions allow them to board the vessel.*

*Once the inspection is complete the vessel will remain at its holding position 30 miles south of Lands End until the coastal states involved have had time to consider the request. They will then determine if there are any further requirements before the ship commences her transit towards German waters.*

*Hugh Shaw, SOSREP said:*

*Until the coastal state inspection has taken place, and the results passed to the other coastal states en-route, the MSC Flaminia will not be given approval to proceed to Germany. SMIT Salvage will inform the UK and German authorities when they are satisfied that any risks have been reduced to an acceptable level and that it is then safe for the UK, French and German team to board the casualty and carry out the inspection.*

#### **MSC Flaminia - Welcome back to AIS and to Atlantic**

**August 29:** MSC Flaminia and tugs move due South at a speed of some 2.5 – 3.5 knots, straight to good old Atlantic again. MSC Flaminia is back on AIS system again August 28 I received a letter from an English reader of Maritime Bulletin who's living in Mount's Bay, southern tip of UK:

Hi

*Just wanted to say a big thankyou from myself and behalf of all the concerned people who have been reading your information on the MSC Flaminia fire and the information where she was etc. I've learned a lot about "boxships" and Insurance! I live on the coast in Mount's Bay and there was concern that if they brought her in too close we might have a "MSC Napoli" type disaster on our hands.*

*I notice that today the Inspectors seem to have been on board and at 3pm her AIS was on and Carlo Magno seemed to be alongside rather than towing as she moving doing around 1.3-1.7 knots – unless she is being towed by an "invisible" tug!*

*Do hope she the weather will be gentle as she makes her way back to Germany and that at least some of those with goods on board will eventually get them back!*

*Sue Mason*

So we may make out the way the situation was developing during last 24 hours. MSC Flaminia was taken to Mount's Bay for inspection and then left the bay under own power escorted by the three tugs. Alas, they didn't sail into English Channel, turning sharply to the South and heading due South since afternoon or evening August 28.

Anyone with a good memory may remember that I suspected MSC Flaminia of being able to sail under power from the very beginning, two times I assumed vessel was acting sailing under own power, but nevertheless, was mistaken both times. As it came out, MSC Flaminia is capable of sailing under own power, and it may mean only one thing there was or still is something on board of the vessel, which prevents people presence on board.

As of morning August 29 MSC Flaminia seems to be sailing under tow again (though it can't be said for sure), heading to Atlantic all over again. According to latest NSB press release, authorities of all involved countries – coastal countries along whose waters MSC Flaminia is to proceed to refuge, and Germany as a host of distressed vessel – assessment of the results of the inspection. Inspection of the vessel by the specialist took place on August 28.

Voytenko Mikhail

#### **Latest news from NSB Niederelbe website:**

##### **Buxtehude, August 28 2012**

After adverse weather conditions on Monday prevented the boarding the MSC FLAMINIA, two teams of experts were able to take this action today. One team consists of international experts while another has been sent by the German Central Command for Maritime Emergencies. The results of the inspection are expected in the coming days. After a positive result it is still planned to tow MSC FLAMINIA through the English Channel towards German waters. There, the ship will be anchoring before it is transferred to Jade-Weser-Port in Wilhelmshaven. Like during the last weeks already, the contracted salvage experts of SMIT Salvage have again boarded the ship today, too. Since assuming responsibility for the salvage operation in mid-July, they have taken every opportunity to evaluate the situation on site and actively engage in firefighting and salvage operations.



operations. Their additional inspection revealed that the final container in cargo hold 3 with a hot spot was successfully extinguished by SMIT. The temperature within the cargo hold matches the ambient temperature. In cargo hold 7, ten containers were declared to be extinguished. Currently, higher temperatures are measured only in four containers. Overall, significant progress has been made in the containment of the fire.

**Voytenko Mikhail**

**Photos for comparison  
Hanjin Pennsylvania Disaster 2002**







Hyundai Fortune Disaster March 2006









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