

Question on oil leakage and sinking of stranded cargo vessel
(Paper IDC 114/2017)

Written reply from
PacMarine Hong Kong, correspondents of P&I Clubs in Hong Kong

Reply to question 1

Addressing the first part of the question, clearly the principal respondent should be the Marine Department. It is their duty to address all incidents under their jurisdiction in Hong Kong. In any incident, they would be liaising with ship owners, ship management companies, P&I clubs, salvors etc. to resolve the situation.

When Typhoon Hato struck with great ferocities, a significant number of vessels were affected. While ship owners and affected parties were assessing the recovering steps to take, Hong Kong was hit by another typhoon (Typhoon Pakhar), just a few days after Typhoon Hato. This impacted the recovery process. We empathise with the Hong Kong Marine Department which had to handle this massive destruction caused by the two typhoons.

Acting on behalf of Yu Hai 1, we did the following:-

- (a) Contain the oil spill
- (b) Recover existing oil in the ship
- (c) Secure a surveyor which was challenging as other ships were also scrambling to secure surveyors
- (d) Appoint a contractor to upright and tow away the ship

All these measures took some time to affect but we acted responsibly and responsively throughout with the co-operation of many parties including the Marine Department. These measures have met with success where the ship is expected to be towed to a suitable shipyard on or about the start of next week.

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