

**MSC FLAMINIA – Fact Sheet and
Summary of Events since July 14, 2012**

22.03.2013

- On July 14, 2012, a fire broke out onboard MSC FLAMINIA's cargo hatch no. 4. The ship was carrying 2.875 containers and was crossing the Atlantic Ocean on its way from the American East Coast to Europe. While the crew was attempting to extinguish the fire, an explosion occurred, whereupon the captain ordered to leave the ship.
- Nearby DS Crown was able to rescue 22 crew members as well as the two passengers. One of the rescued seafarers passed away on board of DS Crown as a result of his wounds. Another one died a few weeks later due to his heavy injuries and one crew member is still missing. Several crew members were injured.
- SMIT Salvage, one of the world's leading marine salvors, was commissioned to rescue MSC FLAMINIA. Two large firefighting tugs were dispatched and arrived on scene on July 17 and July 19 respectively, immediately started firefighting actions and boarded the vessel when possible.
- Cargo holds 4, 5 and 6 were destroyed or damaged during the fire. The superstructure itself, the engine room as well as bow and stern – including the steering gear – were all not affected by the fire. On July 19, MSC FLAMINIA listed eight to ten degrees.
- On July 20, the firefighting tugboats begun to tow MSC FLAMINIA toward Europe.
- All littoral states which were approached by SMIT denied MSC FLAMINIA the entrance into their respective waters. Therefore, the effective extinguishing of the fires could not be carried out.
- On July 23, salvage experts on site declared that the fire onboard MSC FLAMINIA was under control. Separate hotspots inside of individual containers, however, remained and were checked by salvage experts.
- On July 29, MSC FLAMINIA and accompanying tugboats assumed a waiting position approximately 100 nautical miles off the British coast. A permission to enter a sheltered coastal area had not yet been granted at this point in time. Such an area would have been needed to further assess and improve the situation on board the vessel.
- Despite the fact that the fire was under control and the vessel stabilized, negotiations with all littoral states to receive permission to call a port or enter a sheltered coastal area were



not successful. Official requests were placed to: United Kingdom, France, Spain, Belgium, Portugal, the Netherlands and Germany.

- On August 15, Reederei NSB declares general average for the vessel due to urgent recommendation of the insurance company.
- On August 20, a permission to enter German waters was obtained in cooperation with the German Ministry of Transportation. MSC FLAMINIA was placed under the command of the German Central Command for Maritime Emergencies (Havariekommando) in Cuxhaven.
- According to calculations of Germanischer Lloyd, the condition of the ship was stable and no leakages were detected. The cargo – including dangerous goods containers – was in a state which allowed the passage through the English Channel. Detailed stowage and loading plans had been presented to all involved authorities since the beginning of salvage measures in mid-July.
- On September 2, MSC FLAMINIA started its voyage through the English Channel and the North Sea to Wilhelmshaven.
- On September 9, 2012 MSC FLAMINIA arrived in Jade-Weser-Port, Wilhelmshaven. In the following days, the search for the missing seafarer and preliminary investigations into the cause of the fire began.
- Various swipe samples on the containers of MSC FLAMINIA showed no contamination on the surfaces of the containers. A disposal concept for MSC FLAMINIA was presented.
- On September 28, the unloading of containers commenced. The superstructure of the vessel was cleaned and approved by the authorities. Since then, a crew of twelve seafarers was onboard MSC FLAMINIA.
- Negotiations with shipyards in Romania and China are started to determine where the vessel will be repaired.
- In order to obtain the permission to leave the port, Reederei NSB and MSC FLAMINIA had to undergo a notification process. Due to the complexity of the requirements, no estimates on the duration of the notification process were made.
- After the last remaining extinguishing water had been removed from the vessel by tankers to be disposed of in Denmark and the stability and security of the vessel had



been confirmed by Germanischer Lloyd, MSC FLAMINIA awaited confirmation from the authorities to leave Wilhelmshaven and sail to the Daewoo shipyards in Mangalia, Romania.

- The Daewoo shipyards in Romania were chosen because they are a subsidiary of the shipyard MSC FLAMINIA was built and because capacities to repair the vessel in a short period of time were available. The shipyard in China was not an option due to regulatory requirements of the authorities.
- On March 15, 2013, MSC FLAMINIA left Wilhelmshaven. Prior to the vessel's departure, Reederei NSB had received the written permission for the notification process from Romanian authorities. The vessel is expected to arrive in Romania around March 29.
- After six weeks waiting time outside of Constanza, Romania, the MSC FLAMINIA put into the port of Constanza on May, 17 at 6 pm. On July, 27 the disposal of remaining waste and cargo leftovers was started.