

PRESS CONFERENCE: SALVAGE OF MSC KATIE- 13TH MAY 2005

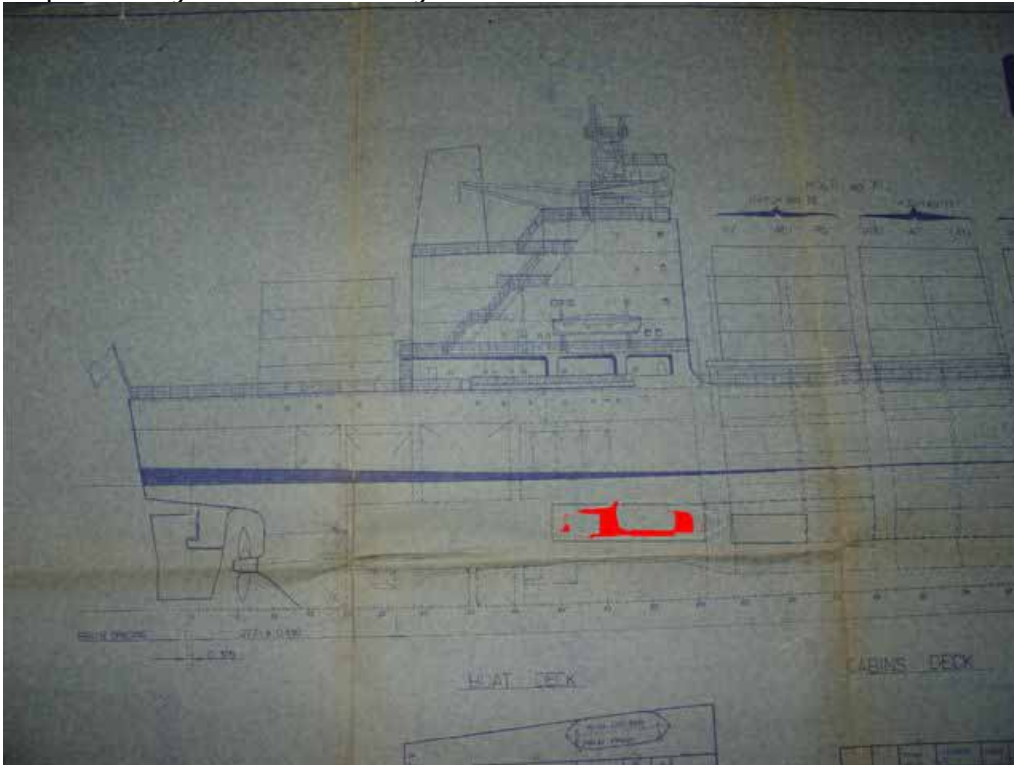


General Details

1. The "MSC Katie" is a conventional, 7 hold, gearless container ship, built in France in 1977 and lengthened at a later stage.
2. Her brief particulars are as follows: -
 - LOA 252.2m
 - Breadth 30.5m
 - Depth (upper) 18.19m
 - Loaded draught 10.91m
 - Lightship weight 15,241t
 - Deadweight 38,743t
 - TPCI 60.7t
 - MCTC 889t/m
3. At the time of collisions the vessel was almost fully loaded with 1385 containers, and approximately 880t of Heavy Fuel (380cst) and 90t Marine Diesel fuel on board.

DAMAGE SITUATION

The collision impact on the Star Board side affected the integrity of the engine room and cargo hold number 7. The underwater damage was inspected by divers from Taylor Smith & Co. Ltd:



The overall damaged area extended for approximately 10 meters in length and 3 meters in height. The level of the damaged was approximately between 4 and 7 meters underwater. The damaged area is outlined in red and filled.

The engine room and one of the holds were flooded. Fortunately, after the collision, the pilot had the courage and insight to ground the vessel on a sand bed in Point Aux Sables.

The Team leading the operation

- The salvage operation was led by Colin Taylor, CEO (Taylor Smith Group); Captain Thierry Betuel, General Manager (Taylor Smith & Co. Ltd); Roy Erasmus, A. Rochescouste.
- A team of over 60 people worked together to make this operation a success, from the various companies in the Taylor Smith Group, namely: Taylor Smith & Co. Ltd, AEL DDS Ltd, Water Research Ltd.
- This entire team of ordinary people did an extraordinary job, their committed and tireless dedication to the job was amazing; it would be long to name all of them, but there are some people who stood out amongst champions, and whom I would like to name for their outstanding courage and determination at crucial times during the operation:
 - Rehman Bakurally
 - Serge Cunnusamy
 - Stellio Junghor
 - Dwarka Brahmabhaduth
 - Gaetan Yardin
 - Marion Belloguet

Special Acknowledgement

- MSC Geneva for having entrusted us with the job, and having had the confidence in Taylor Smith to do so.
- MSC (Mauritius)- Captain Rene Sanson, Mr. Kevin Lamport.
- Port Louis Water Supply- Mr. Gaetan Victoire
- The Port Master- Captain Ponambalum
- The Port Environment Controller- Mr. S. Parahoo
- The Commander of Coats Guards- Commandant Mahendra Veersingh Negi, Mr. Vishwanath Virahsawmy
- Ministry of Environment- The Deputy Director Mr. Kallee and The Acting Divisioner Environment Office Mr. Prithipaul
- All the suppliers of materials and equipment who were available at all hours of the day and night to attend to our requirements.
- The Captain and crew on boardship.
- Captain Boron- The pilot of the ship

The Events

- The collision occurred at 11 pm on Thursday 21st April 2005
- Our team of Divers went down for inspection on Friday 22/04 early morning
- On the same day MSC entrusted Taylor Smith & Co. Ltd with the job of refloating MSC Katie.
- The planning, design and manufacturing of a cofferdam to patch the 10 meter hole in the vessel was on its way.
- All the preparations for the fitting of the cofferdam, the subsequent pumping operation and specially the measures necessary to prevent any form of environmental pollution were taken by the team.
- We worked in close collaboration with all the authorities concerned, keeping them aware at all times of the progress and measures taken prior to and during the salvage operation.
- The cofferdam was successfully placed on the 5/05 and the pumping operation started on 6/05 at 9 pm. 15,000 tons of sea water had to be pumped out to re float the vessel.
- She was successfully re floated on 7/05 at around 2pm and remained in place for stabilization until the morning of 8/05.
- On 8/05 morning she was moved to the Mauritius Container Terminal for unloading of all 1,385 containers on board
- The unloading was completed on 11/05 and on the same day she was moved to Quay A, where more permanent repairs are under way.