Admiralty Law and Insurance Update

Dennis Nixon
University of Rhode Island
2014 RVOC Meeting, 23-25 April 2014
Skidaway Institute of Oceanography
Savannah, Georgia

Outline

• World Insurance Market & Claims
• UNOLS Fleet Insurance Statistics
• Research Vessel News
• Relevant Legal Decisions
• Conclusions
Overview of the World Insurance Market & Claims
Global Marine Insurance Report

Astrid Seltmann
Fact and Figures Committee: Analyst/Actuary, Cefor - The Nordic Association of Marine Insurers, Oslo
Marine premium 2012 – by line of business

Total: 33.05 USD billion

2012

- Global Hull: 53.4%
- Transport/Cargo: 25.7%
- Marine Liability: 15.7%
- Offshore/Energy: 5.2%
P&I clubs international group
Gross calls (premium) 2012 – operational location

Source: International Group of P&I Clubs/Annual Reports

Calls 2012:
UK: 2.07 stable
Nordic: 0.97 stable
Japan: 0.25 stable
US: 0.11 stable
Total: 3.40 (USD billion) stable
Change in insured values on renewed vessels

by year of renewal

(= insured value on renewal / insured value previous underwriting year)

Source: Cefor - Nordic Marine Insurance Statistics as of 30 June 2013
Hull – gross* ultimate loss ratio (Europe + USA)
Underwriting years 2003 to 2012 – estimated development towards ultimate

2011 incl. Costa Concordia

2011 uw year:
Unprecedented total loss impact.

2012 uw year:
Similar to pre- Costa Concordia years.
Less major losses, none with same impact as Costa Concordia.

* Technical break even: gross loss ratio does not exceed 100% minus the expense ratio (usually 20%-30% acquisition cost, capital cost, management expenses)
Hull claims trends as of 2013

- **Overall claim frequency**: Down after peak in 2008
  Long-term positive to stable trend

- **Total loss frequency**: Long-term positive trend
  Peak in 2012 possibly exceptional

- **Average repair cost**: Stable after peak in 2008

=> All-clear signal?
The actual risk exposure?

Portfolio share of vessels with values $\times 100$ USD million

Increasing vessel sizes $\Rightarrow$ increasing share of high values
$\Rightarrow$ increasing risk of very large losses

Cefor hull portfolio as of June 2013, by underwriting years
Ship Earnings Super-Cycle

(Clarksea Index is a weighted average of earnings by tankers, bulkers, containerships & gas.)

Bulk Shipping Fundamentals balance

DEPRESSION
LOW RETURNS
BOOM!
BUST

Source: Clarkson Research Services Ltd
Average Age of the World Fleet 2000-2013

Source: Clarkson Research, August 2013.
Financial impact of Sandy

- Estimated economic loss: $65 billion
- Estimated insured loss: $25 to $30 billion
- Largest Marine loss in history: $2.5 to 3.5 billion
Sandy marine losses

- $2.5 to $3.5 billion
- “Wiped out entire U.S. Marine premium for 2012”
- Marine 1% of total premium but 10% of Sandy losses

(Source: Insurance Journal - March 22, 2013)
Sandy marine losses

- Cargo loss estimated at $1 billion
  (Source: Cargo Business Newswire, November 5, 2012)
- Cargo automobile $650 million
  (Source: Insurance Insider, December 12, 2012)
- 65,000. Boats / Yachts Damaged (50% insured), estimated insured loss $650 million
  (Source: Boat US)
- Fine Arts $500 million
  (Source: Property Casualty 360, December 21, 2012)
- Specie / Valuable Papers: Depository Trust and Clearing House (DTCC) Bearer Bonds face value $70 billion, recovery / restoration costs much less
  (Source: NY Post, November 18, 2012)
Scale of Sandy’s impact

Port Equipment / Cargo Damage Impact

- 15,000 TEU of loaded containers sustained damage
- 16,000 + autos lost
- 3,000 truck chassis total loss
- Over 100 miles of rail cars and chassis damaged
- Massive loss / damage to empty containers (extreme in private, independently owned facilities not under the jurisdiction of the Port / USCG)
Scale of Sandy’s impact

Port Equipment / Cargo Damage Impact

• Widespread salt water damage to cranes, lists, straddle carriers, pumps, etc. (temporary repairs affected but long term replacements likely needed due to post corrosive damage from salt water)

• Entire fleets of trucks damaged / total loss

• Cargo control systems, electronic inventory systems a total loss
Cargo losses

- Containerized Cargo
- Automobiles
- Bulk Cargo
- Project Cargo / Large Break Bulk
- Warehouse / Storage / Distribution Centers
- Retail Stock Through-Put
Other marine losses

- Marinas (Piers / Wharves / Docks, Contractor’s Equipment, Property)
- Boat Dealers (Inventory, Contractor’s Equipment, Property)
- Port Installations / Equipment
- Hull & Machinery / Protection & Indemnity
- Marine Liabilities (Contractual Liability)
The Human Contribution to Marine Casualties - trends observations and solutions

Karl Lumbers
Risk Management Director
UK P&I Club
$1$m + Claims - Main Cause of claim

33% Deck officer error
14% Pilot error
12% Crew error
11% Equipment failure
9% Shore person error
9% Mechanical failure
7% Structural failure
3% Medical

Human error dominant over last 26 years
$1m + Claims - Main Cause of claim - Trend

1987-1997

- Structural Failure
- Mechanical Failure
- Equipment Failure
- Shore Person Error
- Pilot Error
- Eng. Officer Error
- Crew Error
- Deck Officer Error

2002-2011

- Structural Failure
- Medical
- Mechanical Failure
- Equipment Failure
- Shore Person Error
- Eng. Officer Error
- Crew Error
- Deck Officer Error
- Pilot Error

Human error still as influential as when we first looked at it in 1987 but slightly different emphasis

IUMI London 2013
Removal of wreck
- an increasing challenge for insurers

Mike Kelleher
Director,
West of England Insurance Services, London
# 20 Most Significant Casualties

<table>
<thead>
<tr>
<th>Year</th>
<th>Vessel Name</th>
<th>Type</th>
<th>Club</th>
<th>GT</th>
<th>Containers On Board</th>
<th>Gross Incurred (USDs)</th>
<th>ROW/Scope (USDs)</th>
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<tbody>
<tr>
<td>2002</td>
<td>TRICOLOR</td>
<td>Ro Ro</td>
<td>Gard</td>
<td>49792</td>
<td>72,056,112</td>
<td>54,775,816</td>
<td>56,087,761</td>
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<tr>
<td>2004</td>
<td>HYUNDAI NO 105</td>
<td>Car Carrier</td>
<td>UK</td>
<td>40772</td>
<td>67,711,237</td>
<td>56,087,761</td>
<td>56,087,761</td>
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<tr>
<td>2004</td>
<td>SELENDANG AYU</td>
<td>Bulk Carrier</td>
<td>Swedish</td>
<td>39775</td>
<td>167,654,495</td>
<td>147,463,633</td>
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<tr>
<td>2005</td>
<td>CP VALOUR</td>
<td>Container</td>
<td>WoE</td>
<td>15145</td>
<td>900</td>
<td>48,302,427</td>
<td>44,553,142</td>
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<tr>
<td>2005</td>
<td>TWIN STAR</td>
<td>Bulk Carrier</td>
<td>Japan</td>
<td>14437</td>
<td>38,242,593</td>
<td>33,751,367</td>
<td>33,751,367</td>
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<tr>
<td>2006</td>
<td>OCEAN VICTORY</td>
<td>Bulk Carrier</td>
<td>WoE</td>
<td>88853</td>
<td>61,933,712</td>
<td>52,285,246</td>
<td>52,285,246</td>
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<tr>
<td>2006</td>
<td>ROKIA DELMAS</td>
<td>Container</td>
<td>Swedish</td>
<td>33047</td>
<td>89,250,000</td>
<td>73,284,457</td>
<td>73,284,457</td>
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<tr>
<td>2006</td>
<td>GIANT STEP</td>
<td>Ore Carrier</td>
<td>Japan</td>
<td>98587</td>
<td>58,608,823</td>
<td>38,887,613</td>
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<tr>
<td>2006</td>
<td>CALIFORNIA</td>
<td>Bulk Carrier</td>
<td>American</td>
<td>40182</td>
<td>43,812,522</td>
<td>43,670,308</td>
<td>43,670,308</td>
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<tr>
<td>2006</td>
<td>MSC NAPOLI</td>
<td>Container</td>
<td>London</td>
<td>53409</td>
<td>2,318</td>
<td>135,301,307</td>
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<td>2007</td>
<td>SEA DIAMOND</td>
<td>Passenger</td>
<td>WoE</td>
<td>22412</td>
<td>85,860,517</td>
<td>58,055,913</td>
<td>58,055,913</td>
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<tr>
<td>2007</td>
<td>EASTERN BRIGHT</td>
<td>Chemical Tanker</td>
<td>Japan</td>
<td>1715</td>
<td>65,763,686</td>
<td>58,513,986</td>
<td>58,513,986</td>
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<tr>
<td>2008</td>
<td>FEDRA</td>
<td>Bulk Carrier</td>
<td>American</td>
<td>35886</td>
<td>66,162,281</td>
<td>60,707,280</td>
<td>60,707,280</td>
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<tr>
<td>2010</td>
<td>JOLLY AMARANTO</td>
<td>Ro Ro</td>
<td>UK</td>
<td>22945</td>
<td>84,954,388</td>
<td>45,328,265</td>
<td>45,328,265</td>
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<tr>
<td>2010</td>
<td>MSC CHITRA</td>
<td>Container</td>
<td>Standard</td>
<td>33113</td>
<td>1,219</td>
<td>102,474,886</td>
<td>102,474,886</td>
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<tr>
<td>2011</td>
<td>B OCEANIA</td>
<td>Bulk Carrier</td>
<td>Swedish</td>
<td>38337</td>
<td>77,123,847</td>
<td>75,845,785</td>
<td>75,845,785</td>
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<tr>
<td>2011</td>
<td>RENA</td>
<td>Container</td>
<td>Swedish</td>
<td>37209</td>
<td>350,000,000</td>
<td>304,300,405</td>
<td>304,300,405</td>
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<tr>
<td>2011</td>
<td>COSTA CONCORDIA</td>
<td>Cruise Ship</td>
<td>Standard</td>
<td>114147</td>
<td>1,169,256,988</td>
<td>944,630,508</td>
<td>944,630,508</td>
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<tr>
<td>2012</td>
<td>BARELI</td>
<td>Container</td>
<td>Gard</td>
<td>35881</td>
<td>1,397</td>
<td>53,916,284</td>
<td>53,916,284</td>
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<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>3,129,917,887</strong></td>
<td><strong>2,561,206,283</strong></td>
<td></td>
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</tbody>
</table>
FOCUS OF THE REVIEW

- Key factors identified:
  - Physical Factors - Location / Water depth / Wreck situation / Response equipment and mobilisation / Weather
  - Contractual arrangements – Contract forms used
  - Performance of Salvage teams and SCR’s in attendance
  - Bunker Removal – quantities removed, time taken and cost analysis
  - Incidents involving loss of containers – particular consequences
  - Impact of Government / other authority intervention and/or interference in operations
Broader Market Place Trends

- Over supply of capital
- No investment income
- Flat economics in the developed world
- Increasing values in the developing world
- Increasingly concentrated distribution channel
More Challenging Macro Environment

- Depressed economic conditions:
  - Lower maintenance budget due to reduced earnings
  - Ships under utilised go for repairs > increase in moral hazard/Layups
  - Lower freight rates > reduced asset values > increased CTLs
  - Increasing trend to claim in recessionary environment
  - Minimal investment return, higher credit risk and weakening currencies
- Crew competence has not kept pace with growing world fleet
Emerging Issues

- Increasing claims trends – frequency and severity
- Increasing:
  - Cost of litigation e.g. GA/salvage awards
  - Environmental regulation
  - Sanctions compliance (e.g. reputational risk)
- Changing trading patterns e.g. Arctic shipping lanes, Northern Sea routes
- Crew competence/Bridge management/Vessel maintenance/Port congestion
- New technology
UNOLS Insurance
2009-2013 Insurance Costs:
Global/Ocean

Institution Vessel

- Melville SIO
- Knorr WHOI
- Thomas G. Thompson UW
- Roger Revelle SIO
- Atlantis WHOI
- Marcus Langseth

Insurance Costs (USD)

2009
2010
2011
2012
2013
2009-2013 Insurance Costs: Ocean/Intermediate

Institution Vessel

Kilo Moana Hawaii  Wecoma OSU  Endeavor URI  New Horizon SIO  Atlantic Explorer Bermuda

Insurance Costs (USD)

2009  2010  2011  2012  2013

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2009-2013 Insurance Costs: Regional

<table>
<thead>
<tr>
<th>Institution Vessel</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
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</thead>
<tbody>
<tr>
<td>Hugh R. Sharp Delaware</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cape Hatteras Duke</td>
<td></td>
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<tr>
<td>Point Sur MLML</td>
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</tr>
</tbody>
</table>

Insurance Cost (USD)
2009-2013 Insurance Costs: Coastal/Local

Insurance Cost (USD)

Institution Vessel

Robert Gordon Sproul SIO
Pelican LUMCON
F.G. Walton Smith Miami
Savannah Skidaway
Blue Heron Minnesota
Clifford A. Barnes UW

2009 2010 2011 2012 2013
2009-2013 Insurance Costs: 5-year Averages
Research Vessel News
India launches new Research Vessel

ABG Shipyard has launched Indian built oceanographic research vessel ‘RV Sindhu Sadhana’, from the Indian state of Gujarat.

Image: https://worldmaritimene.ws/archives/62547/
Russia has launched a new oceanographic research vessel *RV Yantar* from JSC Yantar Shipyard in Kaliningrad on the Baltic Sea.
A Sea Change for U.S. Oceanography

Eli Kintisch

Marine scientists are confronting declining budgets and a shrinking from new technologies remake their field.

Since 1996, oceanographer Kipp Shearman has relied on a duo known around the lab as Bob and Jane to measure chlorophyll and other environmental parameters in the ocean off the Oregon coast. Roaming the sea for 3 to 5 weeks at a time, the pair never complains and comes up for air just every 6 hours. They're 2-meter-long automated submersibles called gliders, and the reams of data they've collected have allowed Shearman's team at Oregon State University, Corvallis, to make novel insights into changing marine ecosystems.

The gliders are cheaper than sending scientists out in ships to make measurements, Shearman says, and they can remain at sea nearly indefinitely. He named the machines after some senior colleagues, and, "We kid them that we're replacing them with robots."
U.S. Science Fleet's Future Is Far from Shipshape

The federal oceanographic fleet could be reduced to half its size by 2026, barring major investment
By Daniel Cressey and Nature magazine

They already have to contend with cruel seas and crueler grant reviewers, but American marine scientists may face an even bigger problem: barring major investment, the federal oceanographic fleet is going to be down to half its current size by 2026.

At the end of May, the White House released an assessment of the vessels run by its various agencies for research and survey work. It shows a fleet battered by multiple issues. Government pressure on budgets has led to a number of ships being sold or mothballed, staffing costs have increased and fuel costs for research ships have risen fourfold since 2003.

The icebreaker Nathaniel B. Palmer of the U.S. Antarctic Program is part of a rapidly shrinking fleet.

Image: Holly Gingles, National Science Foundation

Sailing for Science

Survey and research fleet seeks knowledge of world’s oceans, but requires recapitalization

By Edward Lundquist

A new report by the National Ocean Council, the Federal Oceanographic Fleet Status Report, notes the challenges faced by operators of the United States fleet of survey and research ships.

“These 47 ships are part of our Nation’s critical infrastructure, collecting vital information to help protect lives and property from marine hazards; measure and project global climate change and ocean acidification; enhance safety and security and more.” Retired Navy Capt. Edward Lundquist talked to several key stakeholders in the Federal Oceanographic Fleet to get a sense of where the fleet is today, and what the future holds. His report summarizes his conversations with the National Science Foundation (NSF); Office of Naval Research (ONR); National Oceanic and Atmospheric Administration (NOAA); and University of California-San Diego’s Scripps Institution of Oceanography (SIO).

ships in CY14-15. The NSF-funded arctic research vessel Sikuliaq will replace the R/V Alpha Helix that was retired at the end of 2006.

The two biggest cost drivers, fuel and manpower, account for two thirds of the operating costs. According to NSF’s Rose Dufour, program director for the Ship Operations Program, one third of the cost is for fuel alone, and another third is for crew and shore support. “It’s increasing ahead of inflation and exacerbating our level-funding situation.”

Newer ships, Houtman said, are technologically more capable and are more efficient. “The cost to get a ship to sea is not going down. Operating costs for the fleet are going up faster than our budgets.”

Houtman said an interagency working group continues to look very carefully at how the federal agencies can share the ships that are in the fleet. “If a funded science research cruise
Robotic Boat Hits 1000 mile mark in Transatlantic Crossing

A woman was taken into custody by the San Diego Police Dept. Tuesday after trying to steal a research ship belonging to the Scripps Institution of Oceanography.

According to local reports, the woman hopped the fence at the Scripps facility at about 2 a.m. Tuesday and was caught red handed by security guards while trying to release the mooring lines of the 120-foot New Horizon while scientists were asleep inside. When confronted, the woman allegedly said she was trying to sail to the east coast.

Police later said the woman was mentally unstable and she was turned over to the County of San Diego Mental Health. No charges are expected to be filed.

The New Horizon is used for research by Scripps Institution of Oceanography and the National Oceanic and Atmospheric Administration.

French oceanographic research vessel *Le Suroit* rescued 29 Syrian refugees off the coast of Italy on October 7th.
Salvage operation has started on the Canadian helicopter that crashed in the Northwest Territory on September 9th.
RV *Dorado Discovery* operated by Odyssey Marine Exploration had a two-alarm electrical fire break out on board while docked in San Diego on October 6th.
### RV Dorado Discovery Ship Specifications

**Principal Features**
- **Official Number**: 916647
- **Port of Registry**: Leith, UK
- **Class Number**: 952C44
- **Call Sign**: 2DJU3
- **Gross Tonnage**: 5090.00
- **Net Tonnage**: 1520.00
- **IMO Number**: 8715156
- **Type**: DP Research
- **Built**: Gdansk - 1997
- **Length Overall**: 100m
- **Breadth**: 18.00m
- **Depth**: 7m
- **Fuel Survey**: 7.0 tons/day
- **Fuel Use Port**: 1.5 tons/day
- **Fuel Use Cruise**: 10.0 tons/day

**Navigation Equipment**
- **Radio**: Full GMDSS
- **Radar**: 21X7 ARPA (X-band), 2807 ARPA/AIS (X-band + S-band)
- **Communication**: Inmarsat F 77, Networked VSAT
- **Gyros**: Anabar ST022
- **Autopilot**: Robertson AP9 MII
- **Echoounder**: Adix Electronik 481 Digigraph
- **GPS**: 2 x Furuno 150, 2 x Furuno MX 150
- **Plotter**: 1 per radar unit
- **Weather Fax**: Furuno 208
- **AIS**: JRC (HE-180 AIS)

**Machinery**
- **Main Engine**: 1 MAN B&W 8L35 MC Cagigalli
- **Horse Power**: 5680 Kw
- **Auxiliary Power**: 2 x Sauter 677 Kw, 1 x Stult 1500 Kw
- **Bow Thruster**: 1 Zamen 250 KW, 1 Beavertail A/S 800 Kw
- **Azimuth Bow Thruster**: 1 Beavertail A/S 700 Kw
- **Stern Thruster**: 1 CPP + 1 Nozzle
- **Propeller**: 1 Flap
- **DP System**: Eriks JS/DP
- **Fuel Capacity**: MGO 768 m³
- **FW Capacity**: 220 m³ + 800/Day

**Accommodations**
- **Cabins**: 42 Single + 6 Double
- **Messroom**: Steward served
- **TV Lounge**: 2
- **Climate Control**: Full A/C and Heating
- **Safety Equipment**: Full SOLAS for 54

**Lifting Gear**
- **Shed Fed Crane SWL**: 2,500 kg
- **Port Fed Crane SWL**: 3,200 kg
- **Shed Aft Crane SWL**: 3,000 kg
- **Port Aft Crane SWL**: 4,000 kg
- **ROV Knuckle Crane**: 10,000 kg
- **Stern A Frame Central Lifting Point Static SWL**: 35 tons
- **Stern A Frame Central Lifting Point Dynamic**: 35 tons
- **Stern A Frame Port Lifting Point**: 15 tons
- **Stern A Frame Aft Lifting Point**: 15 tons
- **Helideck**: Requires Copter
- **MOB Boat**: 6 Persons

**Features**
- Survey, Geological, Exploration, Technical and Scientific Labs
- Large Refrigerated/Frozen Sample and Core Storage
- Dedicated Geological Sample Laboratory
- Water Chemistry Lab
- Electrical, Mechanical, Welding and Fabrication Shops
- High Speed Internet Access
- Multimedia Equipped Conference/ Briefing Room
- Recreational Lounges and Gyms

**Contact Information**

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[Update] Detained Ship & Crew Freed by Venezuela
BY MAREX


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Canadian Navy’s Only Research Vessel Docked Indefinitely

- *Quest* is docked in Halifax due to funding cuts.

Kenya launches first Research Vessel

- The 3.5 billion shilling *R/V Mtafiti* was a gift from Belgium and launched from Mombassa on January 27, 2014.

The 52 passengers of Akademik Shokalskiy were rescued by Australian icebreakers on 22 January after getting stuck in Antarctic sea ice around Christmas.
Research Vessels at South Georgia Island


http://en.mercopress.com/2014/02/21/south-georgia-research-vessels-season-three-were-active-in-january-plus-hms-protector
Coastal Carolina University to Christen New Vessel *Coastal Explorer*

- CCU’s 50-foot aluminum research boat, with a 500-mile range and 6 work stations, will contribute to research projects at the school.

http://www.myrtlebeachonline.com/2014/03/13/4092058/ccu-to-christen-research-vessel.html
Medevac Rescues Doctor 190 Miles off Galveston

- Flight mechanic on his first medevac call rescues doctor from Norwegian research vessel *Veritas Viking*.

http://www.dvidshub.net/news/121374/flight-mechanics-first-medevac-rescues-doctor-research-vessel-190-miles-off-galveston#.Uype2vldUnE#ixzz2wT DtSJrm

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Norwalk Maritime Aquarium Names New Vessel *R/V Spirit of the Sound*

http://www.flickr.com/photos/maritimeaquarium/12776696994/in/photostream/

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NSF’s R/V *Sikuliaq* Completes Preliminary Trials in Icy Great Lakes Waters

- NSF’s 261-foot R/V *Sikuliaq* will be operated by the University of Alaska at Fairbanks School of Fisheries and Ocean Sciences after completing testing.


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Vessel Accident Near Betty’s Bay

One person drowned before rescue workers were able to help when a research vessel ran aground.

http://ewn.co.za/2014/02/27/Vessel-accident-at-Hout-Bay
Relevant Legal Cases and Issues
McBride v. Estis Well Service, LLC

- Involves the issue of “punitive damages” for injuries to seamen under the doctrine of unseaworthiness – previously not available.
- Here the court for the first time said they were permissible and could equal compensatory damages.
- Decision likely to be appealed, but is one more reason why American tort law makes operation of a vessel so expensive.
Satellite Pollution Prosecuted

- Maersk Kiera detected pumping oil within 12 miles of the U.K. by a satellite operated by the European Maritime Safety Agency.
- Owners admitted guilt when confronted with the evidence and paid a fine of 22,500 pounds.
- First time satellite imagery was used as primary evidence in a maritime prosecution case brought by the Maritime and Coastguard Agency.
Navy Test Range Lawsuit

- Defenders of Wildlife v. US Dept. of Navy (10/1/13)
- 12 environmental groups sued to block the Navy’s development of an Undersea Warfare Training Range 50 miles off the Florida/Georgia coast in waters adjacent to the only known calving grounds of the endangered Northern Right Whale (only 300 remain)
- Navy’s position was upheld on technical grounds, but will later have to provide incidental take information before becomes operational in 2018.
Whale Stranding Linked to Sonar

• 100 melon-headed whales stranded in 2008 in a shallow Madagascar lagoon.
• An independent review panel appointed by the International Whaling Commission concluded that a multi-beam echosounder system used by an Exxon-Mobil contractor was “the most plausible and likely behavioral trigger” for the stranding. About 75 of the animals, normally found in deep waters, died.
• Exxon-Mobil, which partially funded the research did not accept responsibility “in light of the uncertainties in the report”
Top Ten Personal Injury Awards

1. Nelton – felt pop in neck while pulling wrench; total awarded > $1.2 million
2. Grab – while piloting crew boat, allided with survey tower, put face through windshield; awarded $1.2 million, reduced 50% for comparative negligence
3. Benson – seaman hit in his back by the headache ball; awarded $185,000
4. Ledet – towing wire slipped and knocked seaman unconscious; awarded $1.8 million
5. Owens – back gave out while trying to lift mud hose; awarded $850,000
6. Martinez – while using sledgehammer to break a winch pin, felt pain in neck; awarded $225,000
7. Caesar – seaman fell between dock and vessel while boarding; awarded $330,000 for shoulder and back
8. Moore – cook fell into freezer after milk crate she was standing on fell over; awarded $500,000
9. Easly – arm injured while handling docklines; awarded $550,000
10. Campbell – seaman struck his own finger while using sledgehammer; awarded $1.5 million
Conclusions

A year of significant change in the research vessel fleet

Relatively stable insurance market, despite Sandy and Costa Concordia

Highly variable UNOLS insurance costs raise the question once again of the viability of a group program

The expense of personal injury awards continues to rise, and the potential for punitive damages makes the future even more daunting
Questions?