

We at Kasel Salvage have the creativity, flexibility, determination and resources to undertake any salvage job – no matter how tough or challenging it may be. Founder **Rainer Kasel** and his dedicated team represent over 70 years of combined experience in this field. Based in Singapore, we have undertaken jobs in South East Asia and beyond. Owners, underwriters and P&I clubs can be assured that Kasel Salvage can tailor make salvage solutions to suit any and every project that may arise. Kasel – the salvor you can rely on for a cost-effective and time-efficient solution.



Kasel Salvage was established in Singapore on 12th July 1995 by shipping and salvage veteran Rainer Kasel. Today, we are the only independent salvor in Singapore. With our compact but dedicated team of six full-time staff, we are versatile and flexible in responding to your salvage needs.

Our Facilities

Kasel Salvage has invested in two major facilities at our headquarters in Singapore. We have set up a well-equipped warehouse at our waterfront base in Loyang. This 4,000 sq ft indoor yard houses a comprehensive range of salvage equipment. We maintain a ready stock of equipment that can be mobilised immediately to tackle the job at hand. Our extensive inventory of transportable salvage gear includes pollution control equipment such as oil booms and oil spill dispersants; diving equipment like wet and dry suits, air tanks and compressors; pumps and hoses for the safe and efficient transfer of liquids from ship to ship or ship to shore; anti-rust chemicals used in the preservation of machinery; lifting gear such as sheave blocks and pulling winches; as well as a wide range of generators and pumps.



Apart from this warehouse, we also maintain an office located in the heart of the Central Business District in the shipping hub of Singapore.

On the left: 180-ton S.W.L blocks



Storage containers and equipment at the Kasel warehouse in Loyang, Singapore



The Kasel warehouse in Loyang, Singapore



Our Operational Philosophy

We do not operate our own fleet of salvage vessels. Instead, the appropriate floating equipment best suited for the particular job is chartered. This policy eliminates any limitations set by the need to utilise existing in-house assets. Not having to bear the constant financial drain of vessel and crew costs means our overheads are kept to a minimum. In addition, this allows us to focus on our core expertise – the salvage business. Ultimately, this translates into cost savings which are passed on to our clients.

We maintain a complete and constantly updated database of vessel owners and brokers. Using this strategy, we can quickly mobilise the necessary and relevant equipment that the job requires.



Jeff Watson (right) and colleague Jalaludin Salleh at the Loyang warehouse in Singapore.

Our Technical Personnel

At our Singapore head office, our salvage master Jeff Watson has over 20 years of experience in the field. At the same time, Kasel Salvage maintains a large database of experienced, reputable and reliable salvage masters. These men can be mobilised for any project within a few hours' notice. As such, while Kasel Salvage is based in Singapore, we have been able to successfully execute jobs all around the world.

Our Contract Terms

Kasel Salvage offers tailor-made salvage services to meet the requirements of owners, underwriters and P&I clubs. We are able to offer services on the basis of:

- Lump sum – no cure, no pay
- Daily rate
- Lloyd's Open Form
- Scopic



Phenol being pumped out of the Endah Lestari into a lightering tanker.

Our Track Record

Kasel Salvage has chalked up a strong track record in a whole range of salvage jobs around the world, including:

Salvage

• **Endah Lestari**

In June 2001, this 750 dwt motor tanker capsized and sank off Pasir Gudang in Johor, Malaysia. Kasel Salvage carried out this job in two phases. Under Phase I, which took 10 days, some 630 tonnes of phenol were removed. Since the ship was lying on her side, holes were drilled into her before the cargo could be pumped out. The deadly phenol liquid was discharged into a lightering vessel. The vessel was then filled with ballast water to ensure she did not come afloat prematurely. Another two days were spent in setting up the equipment for her refloating. During Phase 2, the ballast water was pumped out before a floating crane uprighted and lifted the Endah Lestari. This also took 10 days. Upon job completion, she was towed and redelivered to owners in Palembang, Indonesia. The contract was on a lump sum – no cure, no pay basis.



Phenol samples being collected from the Endah Lestari for analysis.



The Endah Lestari, lying on her side, after her cargo had been discharged.



The Endah Lestari, being uprighted and lifted by a floating crane.



“All stages of the salvage, comprising temporary collision repairs, construction and erection of cantilever arms, laying of anchors, uprighting and patching of the hull, pumping and dewatering and towage preparations, were carried out in a competent and professional manner. Everyone concerned worked extremely hard under difficult conditions.”

– JOHN NIXON of the Salvage Association



The Leuser, lying in the Mahakam River, Samarinda, Indonesia.



The Leuser, during pumping and refloating operations.

• **Leuser**

In November 1997, this 6,000 grt passenger ship sank after a collision with a log carrier on the Mahakam River near Samarinda, Indonesia. She sustained a serious gash on her starboard side and was left lying on her portside with a 75 degree port list in about 16 metres of dark muddy water fraught with strong currents. Kasel Salvage carried out collision repairs, construction and installation of cantilever arms, the laying of anchors, uprighting and patching of the hull as well as pumping, dewatering and towage preparations. A 350-ton floating crane, two pulling barges and four tugs were deployed on site. Some 100 people, including 12 divers, were involved in this massive job. It was refloated in 63 days before being towed to P.T. Karimun Sembawang Shipyard, Indonesia. The contract was on a lump sum – no cure, no pay basis with 100-day ceiling to complete the entire job.



The Kapitan Shvetsov at the Bar Channel in Bangkok, Thailand.

• **Kapitan Shvetsov**

The 7,000 dwt motor tanker sank after a collision at the Bar Channel in Bangkok, Thailand. She was sunk by the stern and afloat forward. Kasel Salvage pumped out some 6,000 tonnes of the valuable cargo of molasses using the ship's pumps. After the cargo was removed, she was refloated with a 1 ft freeboard. The engine room was flooded and the portside tanks were open to sea. The entire job took about two weeks. The contract was awarded on a lump sum – no cure, no pay basis.



Wreck Removal

• **HMS Kudat**

This 1,725 grt warship had sunk in the South Klang Channel, Malaysia, in 1941. Japanese aircraft had strafed and bombed it. Kasel carried out the removal of this World War II wreck in February 1993. The wreck was cut into several pieces before being removed from the site. This job took 82 days to complete. The contract was awarded on lump sum – no cure, no pay basis.



The removal of the HMS Kudat after fifty two years.

Machinery Preservation

• **Haris**

The engine room of this 26,000 dwt bulker, loaded with a cargo of expeller, was flooded after an accident. In June 2000, Kasel Salvage was commissioned as a subcontracted salvor to carry out machinery preservation. We pumped out water from the flooded engine room, before coating the machinery with anti-rust chemicals. The vessel was then delivered to an anchorage in Singapore.



The Haris, receiving preservation treatment after the engine room was flooded.

• **Alondra Rainbow**

This 8,000 dwt cargo vessel had been hijacked by pirates. After it was recovered, Kasel Salvage was commissioned by the owners to carry out machinery preservation and provided other standby services until the vessel arrived at a Singapore shipyard. The machinery preservation job was on a lump sum – no cure, no pay basis, while a daily rate was paid for the standby services provided.



The Alondra Rainbow received machine preservation treatment.

Pollution Control

• **Double Brave**

In August 2000, this 6,000 dwt cargo vessel, laden with 5,500 tonnes of feldspar and 800 tonnes of talc lumps sank after colliding with a barge at Kuching Roads in Malaysia. Kasel Salvage was commissioned to recover bunker oil from the vessel as well as to undertake anti-pollution measures.



Bunker oil being recovered from the Double Brave in Malaysia.



Salvors being lowered into fire damaged hold of Choyang Success.



Decontamination of the Choyang Success after fire damage.



The Neolla No.7, stranded outside Kingston Harbour, Jamaica.



The Melfi Ecuador, aground on a coral reef off Kingston Roads, Jamaica.

Fire Fighting

• **Choyang Success**

In September 2000, the 44,673 dwt containership suffered a fire in its cargo hold. Kasel Salvage was hired as a subcontractor to undertake fire fighting services and discharge and cleaning of toxic substances from fire-damaged containers and the cargo hold. Additionally, the hold was repaired to receive the discharged containers. After the completion of this job, the Choyang Success was redelivered to the owners.

Refloating

• **Neolla No. 7**

In July 2001, this 400-tonne refrigerated fishing trawler ran aground off Kingston in Jamaica on a coral reef. Her Master and Kasel Salvage signed a Lloyd's Open Form 2000 for this job. Kasel Salvage deployed a 7,000 bhp tugboat to refloat her. She was redelivered to owners at Port Royal in Jamaica after the job was completed in 2 days.

• **Melfi Ecuador**

The 5,000 dwt containership ran aground on a coral reef off Kingston, Jamaica, in July 2001. Based on a Lloyd's Open Form 2000 contract, Kasel Salvage carried out the discharging of bunker and diesel oil. We utilised a 7,000 bhp tugboat to refloat the ship. She was redelivered to owners at Port Royal in Jamaica after the job was completed in 10 days.

Kasel Salvage has the creativity, determination, flexibility and resources to tailor make solutions to your salvage-related needs. **Whatever your needs, we have a way to meet them.** Kasel Salvage - the salvor you can rely on for a cost-effective, time-efficient solution.

