Maritime Rescue and Salvage in China: a General Introduction and Some Typical Cases

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Established in 1951, China Rescue and Salvage (CRS) is the sole national professional rescue and salvage organization in China. She undertakes the missions of emergency response to maritime accidents that occur in Chinese waters, life-saving at sea, salvage of vessels and property in distress, maritime fire-fighting, elimination of spilled oil as well as safety-ensuring duties for marine transportation and offshore resource exploitations.

At the same time, she performs international obligations under relevant international conventions and bilateral maritime agreements on behalf of the Chinese government.
On 24 Aug 1951 was founded “the People’s Salvage Company of China”.
The former “People’s Salvage Company of China” in the 1950s.
“Panshan”—— The First tug of “People’s Salvage Company of China”
As an important part of China's overall national emergency response system, CRS has been playing a key role at emergent moments with vigor and rigor to successfully fulfill its responsibilities of saving life, property and the environment, reflecting the Chinese government’s ruling philosophy of "putting people first", and the reality of China as a truly responsible nation.
Rescue and salvage operations
CRS completed its organizational reform on June 28, 2003. After 6 years of development and exploration, it has embarked on a unique CRS development mode with Chinese characteristics.
Composition of China Rescue and Salvage

- CRS Headquarters
  - Guangzhou Salvage
    - Nanhai No.1 Flying Rescue Service
    - Donghai No.1 Flying Rescue Service
    - Beihai No.1 Flying Rescue Service
  - Shanghai Salvage
    - Donghai No.2 Flying Rescue Service
  - Yantai Salvage
    - Nanhai No.1 Flying Rescue Service
    - Donghai No.2 Flying Rescue Service
    - Beihai No.1 Flying Rescue Service
  - Beihai No.1 Rescue Base
  - Donghai No.2 Rescue Base
  - Nanhai No.1 Rescue Base

- Hainan Sanya Rescue Base
- Hainan Haikou Rescue Base
- Beihai Rescue Base
- Zhanjiang Rescue Base
- Guangzhou Rescue Base
- Shenzhen Rescue Base
- Shantou Rescue Base
- Zhoushan Rescue Base
- Lianyungang Rescue Base
- Xiamen Rescue Base
- Fuzhou Rescue Base
- Wenzhou Rescue Base
- Ningbo Rescue Base
- Shanghai Rescue Base
- Rongcheng Rescue Base
- Nhuangcheng Rescue Base
- Yantai Rescue Base
- Tianjin Rescue Base
- Qinghuangdao Rescue Base
- Dalian Rescue Base
CRS FLEET and STAFF

191 Vessels in total
72 rescue vessels
119 salvage vessels
12 Rescue Aircrafts
18+3 Emergency Response Teams
A staff of Over 8,000
Understanding CRS: three “3-in-1”

- Rescue teams
- Salvage teams
- Air Rescue teams

“3-in-1” staff composition

- Air operation
- Water surface operations
- Underwater operations

“3-in-1” capabilities

- Life saving
- Environment salvage
- Property salvage

“3-in-1” Responsibility fields
Understanding CRS: one “enhance”, three “meets”

- ✓ to stick to CRS’s unique development mode with Chinese characteristics
- ✓ To enhance all-around ability in saving life, property and the environment
- ✓ To meet the safety needs of the fast developing transport sector of China as a whole
- ✓ To meet the needs of China’s emergency response and anti-terrorism objectives
- ✓ To meet the needs of rescue and assistance during major accidents and natural disasters.
Over 80% of the present CRS staff are divers, crew members and technical personnel.
In the spirit of “leaving the hope of life to others and the risk of death to ourselves”, CRS people have until now saved:

- 49429 lives.
- 3479 ships.
- 1686 wrecks.
Measures to Improve SAR Capabilities

---- New SAR Boats being put into service

14000-KW rescue vessel
Measures to Improve the Capability of SAR
---- New SAR Boats being put into services

8000-KW rescue vessel
Catamaran for coastal operations

Life Boats from RNLI
Rescue helicopter EC225

Rescue helicopter S-76c+

Rescue helicopter SA365N

Fixed airplane CARAVAN-C208
9700HP deep-water power
Positioning tug “Dejie”

50,000 ton
Semi-submersible barge
“Zongren 3”
“Huatianlong” - 4,000t full-revolving floating crane
“Dali” – 2,500t full revolving floating crane
“De Ying” – 1700t Full-revolving Floating Crane
200m Saturation Diving System
ROV robot to work 3000 meters underwater
Guangzhou Diving School

CRS training institutions
Response time of CRS fleets

- Dedicated all weather rescue vessels: 30 minutes
- Fast coastal lifeboats: 20 minutes
- “Huaying” lifeboats: 15 minutes
- Rescue aircrafts: 45 minutes; standby aircrafts: 60 minutes
On 28 Sep, “Nanhaijiu 111” saved 34 fishermen around Xisha islands.
2 workers trapped on top of a 180 meter chemical tower were rescued by a CRS helicopter on June 26, 2007.
On 17 October 2006, a CRS helicopter successfully rescued in Bohai bay the nearly-sunk vessel "No.1 Xinbao", a bulk cargo carrier.
“Nanhaijiu 111” saved barge “Yuefoshangong 3033A” during a typhoon in July 2009.
On 27 Sep 2008, Donghai Rescue, Naihai Rescue, and Donghai Flying Rescue Service of CRS worked together to successfully saved a Taiwanese cargo carrier and its 26 crew members distressed in a typhoon.
“Nanhaijiu 112” and “Nanhaijiu 199” rescuing “Bi Jiang” on Jan 11, 2009.

Some typical cases: Property Salvage

towing in progress
Rescue of 270,000dwt VLCC “SHINYO SAWAKO” in November 2007.
On 22 Jun 2004, a ship sunk in the Xiaolangdi Reservoir of the Yellow River, and 41 people died. Right from that day until 4 July, 33 CRS people, among them 15 divers, assisted the local government in successfully completing the relief and wreck removal operations afterwards, which is the biggest inland wreck removal operation since the founding of PRC.
In Aug 2006, up to 1000 fishing boats sank in a typhoon in the Shachen Port of Fujian Province. CRS sent 16 rescue vessels, 3 helicopters and 5 emergency response teams to carry out the salvage and wreck removal operations afterwards.
Salvage operation on the world largest dredger “Fairway” in March 2007 by Yantai Salvage and Shanghai Salvage

Some typical cases: salvage and wreck removal

Refloating by 3 workboats
Some typical cases: salvage and wreck removal

Refloating “NEFTEGAZE67”
Salvage of the rear part of a Panama bulk carrier that sunk in Yantai port, using new subdrilling technologies.

Some typical cases: salvage and wreck removal

Towing refloated “Changtong”
"Huitong 22", loaded with 931 tons of toxic chemical liquid, was salvaged outside the Shidao harbour in January 2007.
Salvage in December 2004 of the German container ship "MSC ILONA", which suffered a collision and subsequent oil spill.

Some typical cases: Environmental salvage

Emergency treatment of oil pollution
Salvage of the passenger ro-ro “Liaohai” which was distressed and caught on fire in Bohai Bay on 16 November 2004. 340 people onboard were saved.

Some typical cases: firefighting at sea

“Beihai 198” putting off the fire on “Liaohai”
Salvage of the fishery boat "Liaoyu", which caught on fire in Bohai Bay, on 12 January 2006. 69 distressed workers were rescued.

Some typical cases: firefighting at sea

“Beihai 169” putting off the fire on “Liaoyu 18”
On May 25 2006, CRS SAR boats fighting against Typhoon “Pearl” to rescue distressed Vietnam Fishermen.

Some typical cases: fulfilling International obligations

Offering food to Vietnam Fishermen
In May 2006, hundreds of Vietnamese fishermen were rescued after typhoons. It was a large international rescue operations.
CRS divers went to Thailand to do volunteering underwater work in areas stricken by Tsunami in 2005.

Some typical cases: fulfilling International obligations

A diver cleaning up wrecks
Some typical cases: Marine engineering

“Dehong” in towing operation
Some typical cases: Marine engineering

Towing of a 135-meter high giant drilling platforms on 16 October 2009
Some typical cases: Marine engineering

A fleeting towing an aircraft carrier
Some typical cases: Marine engineering

Floating crane "Dali" lifting bridge foundation module of Donghai Bridge
International exchanges and cooperation

- growing involvement in the International Salvage Union
Awarded certificate of exceptional bravery as a candidate for the 2008 "award for exceptional bravery" issued by IMO.
International exchanges and cooperation

“Nanhaijiu 101” attending the 20th International Tug and Salvage Conference Singapore
Meeting with officials from the Ministry of Ecology, Transport and Sustainable Development.
International exchanges and cooperation

- Visit of USCG ex-commandant ADM Collins
International exchanges and cooperation

- Signing of Minutes of Meeting on cooperation with USCG
VADM Pekoske, Commander of the USCG Pacific region, visiting the Operations Command and Control Centre of CRS on 16 February, 2009.
In Nov, 2009, RADM Gary Blore of USCG visited CRS with the USCG cutter “rush” which had a joint rescue exercise with CRS vessels.
Officials of the U.S. Ministry of Transport visiting the Operations Command and Control Centre of CRS on 12 October, 2009.
Thank you

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