

# GOLDEN RAY; Analysis of the Salvage and Legal Issues Arising

IUMI WEBINAR

17 November 2020

**WIGGIN**  

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## Background

- 2017 - Built, 200-metre-long 7,700 CEU car carrier
- Owned by Hyundai Glovis
- P&I Club - North P&I Club
- Vessel ran aground and capsized on 8 September 2019 while leaving Port of Brunswick
- 4,200 cars on board, destined for other ports
- 23 crew members – all rescued

## Background (con't)

- Salvage/Wreck Removal: Challenges and Delays
  - Environmentally sensitive area; Environmental Protection Barrier and regular assessments
  - Proximity to Channel
  - Weather; currents
  - COVID-19
  - Technical Challenges

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# Laws Implicated

- International Treaties?
- OPA90
- Wreck Removal



## Laws Implicated (con't)

- OPA90
  - Strict Liability and quick delivery of compensation to claimants
  - Liability limits – Based on Gross Tonnage, with specified minimums
  - Marshalling of Industry Resources for Prevention and Clean-up
  - VRP
  - COFR

## Government Agencies Involved

- Unified Command (USCG; Georgia Department of Natural Resources; Gallagher Marine Systems)
- NTSB
- Republic of Marshall Islands Administrator
- Korean Maritime Safety Tribunal
- Focus on challenge of removing vessel and mitigating any impact

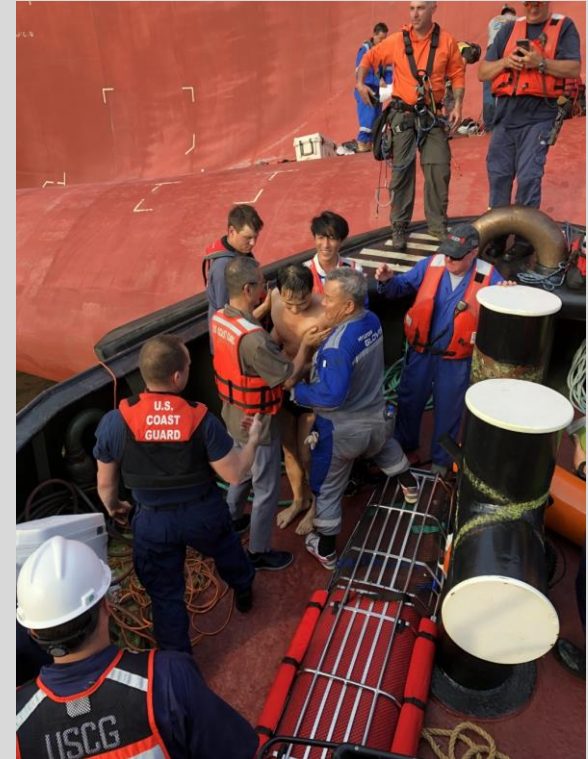


## Government Agencies Involved (con't)

- Formal Joint Hearings held on 14, 18, 20 and 21 September 2020
- Issues with stability – Loading; Ballast
- [www.stsimonssoundincidentresponse.com](http://www.stsimonssoundincidentresponse.com)

# Legal Disputes

- DONJON-SMIT, LLC v. USCG
  - VRP
  - Role of USCG





## Legal Disputes (cont.)

- Exceptional Circumstances?



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# Questions?

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