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AIMU Seminar 2024

Average Adjusters US & Canada Session - Baltimore Key Bridge & the DALI

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Blackouts / Loss of Power

Audience Question:

The DALI experienced an unplanned loss of electrical power. In your opinion, is this:

1) A common occurrence – most ships / crew will experience them
2) They are rare occurrences on modern ships
3) Should not happen if the vessel is properly maintained and manned
4) I don’t know / no opinion

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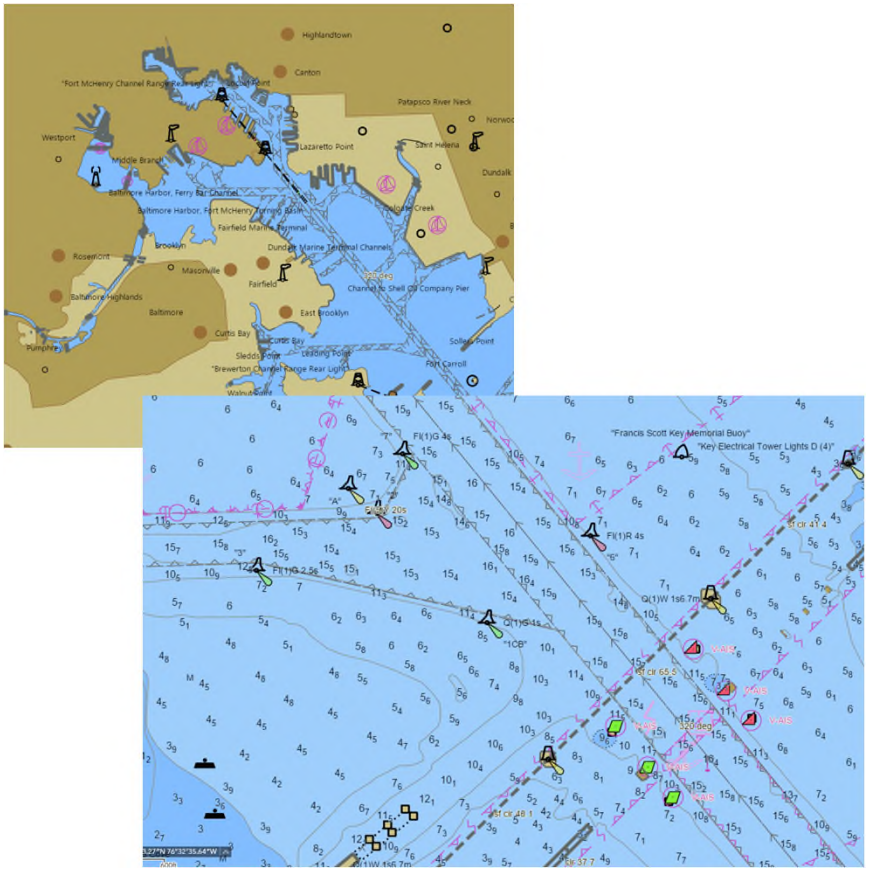
Brief Timeline

- Port of Baltimore - 1670’s (1706)
- Key Bridge constructed - 1972 to 1977
- Seagirt Marine Terminal - 1990
- M/V DALI delivered - 2015
- M/V DALI departs berth - March 26, 2024 - 0036 hrs
- M/V DALI loses power - 0125 hrs
- M/V DALI strikes bridge - 0129 hrs
- Initial Response Operations - March 26
- Salvage ops and bridge removal - March 26 onwards
- M/V DALI removed from bridge - May 20, 2024
- M/V DALI leaves Balt. for repairs - June 24, 2024
- Crew free to go home - ……



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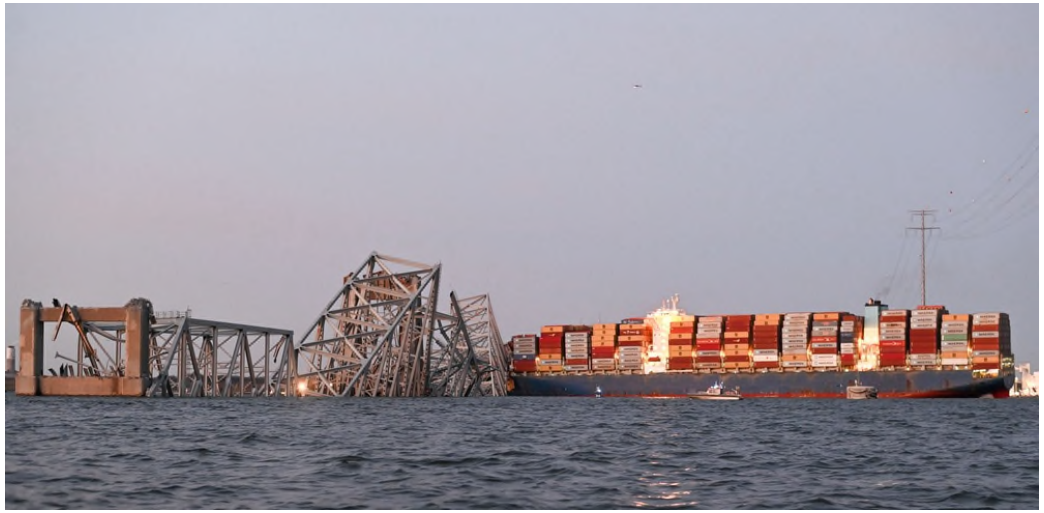
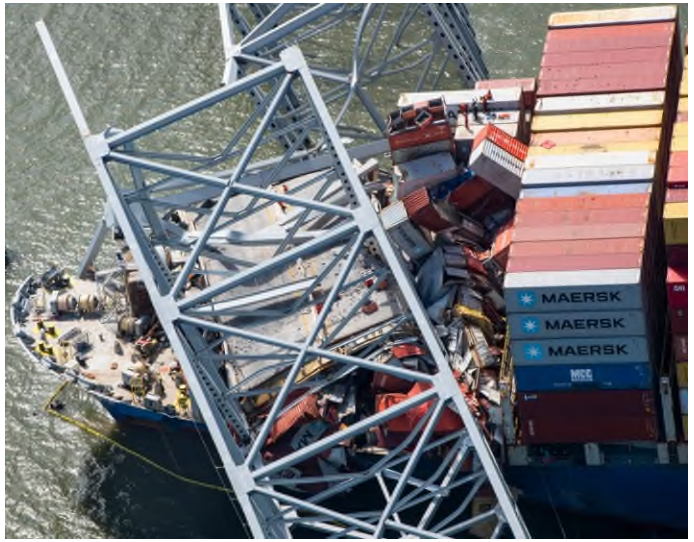
Day One….





- Initiation of SMFF response
- Search and rescue
- Identifying hazards
- Identifying equipment - Locally
- Coordination between parties

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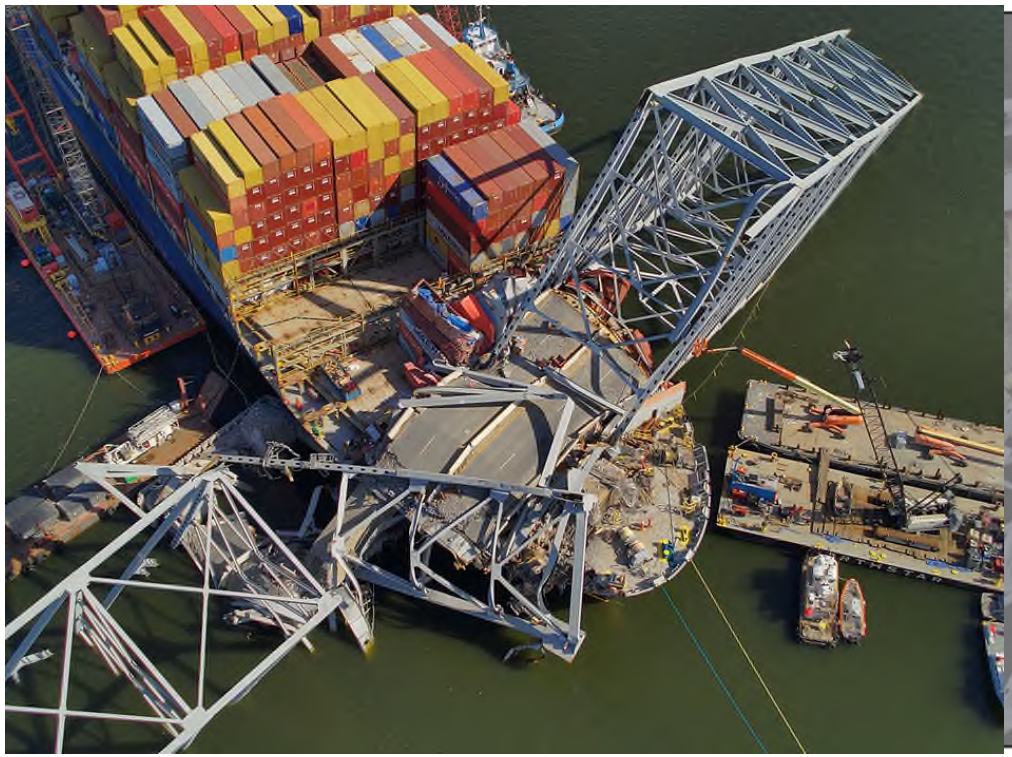
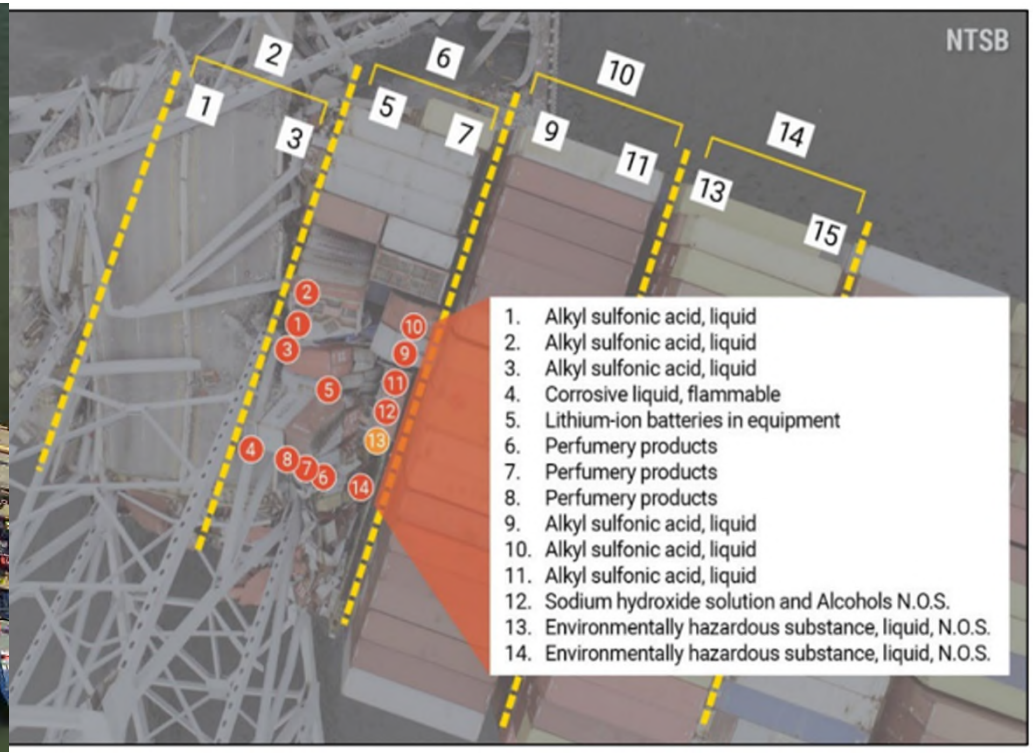
Considerations – HAZMAT / Shifting Containers / Gas / Electrical / Vessel





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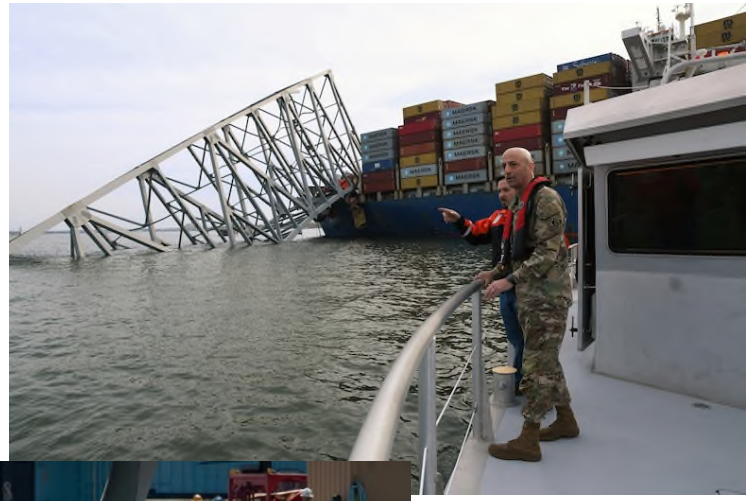
Parties Involved / Set Up

- Unified Command (Fed OSC / RP)
- Maryland State Transportation Authority
- Army Corps Engineers/US Navy SUPSALV
- USCG
- City of Baltimore / Maryland State
- OPA 90 SMFF Responder
- Flag State (Singapore)
- NTSB (US)
- Vessel's P&I
- Vessel's H&M
- Charterers Interests
- Cargo Interests
- Crew!



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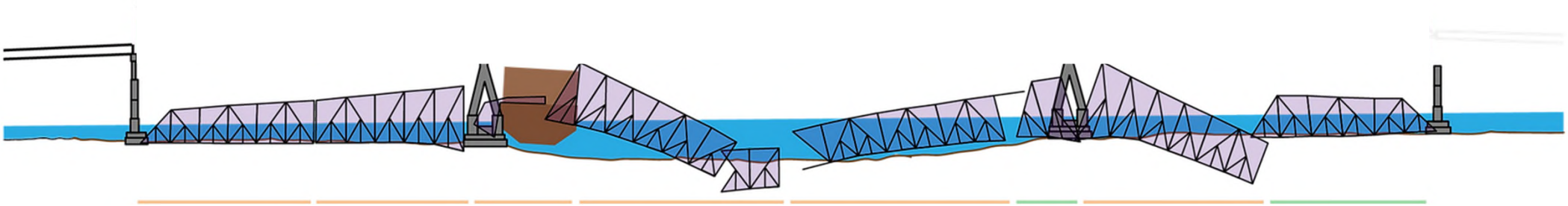
Unified Command / Incident Command Structure

- Assists the OSC in directing, monitoring, and coordinating response efforts
- Responding organizations retain their authorities and responsibilities
- RP conducts response under the oversight/ direction of the OSC
- Provides an avenue for response organizations in the decision making process
- Provides flat access to information

• Use of a common language and response culture
• Optimization of combined efforts
• Elimination of duplicative efforts
• Establishment of one command post
• Collective approval of shared operations, logistics, planning, and finance
• Encouragement of cooperative response environment
• Allowance for shared facilities
• Development and implementation of one consolidated “Incident Action Plan”



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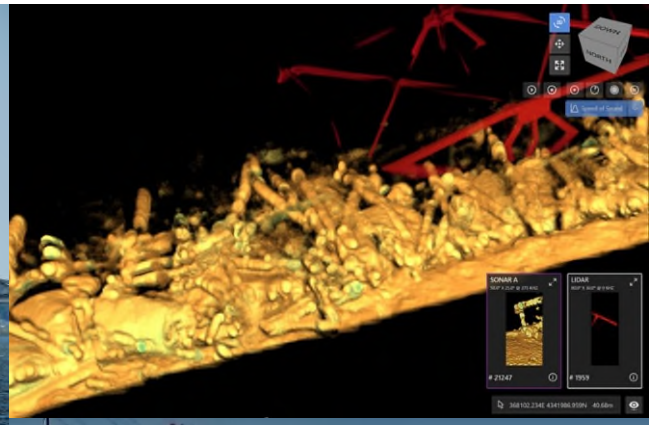
Salvage Efforts

- Inert Subsea Gas Pipe
- Stabilize vessel (anchors)
- Access
- Make safe DG’s
- Removing bridge truss /debris
- Lighter cargo
- Free from grounding
- Maintain fire safety
- Prevent pollution



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Considerations

Item	Potential Issues / Mitigation
• Salvage Costs	• Uncertainty due to complexity
• Removal of bridge sections / opening of channel	• Balance of resource between ships' interests and state
• Coordinated Emergency Responce	• Pre Planning and Drills
• Multiple Cause Investigations	• Crew / Owners responding to multiple agencies
• Resiliency of infrastructure	• Fendering design not appropriate for vessels
• Repair costs	• Higher repair costs in US vs other regions
• Crew welfare	• Crew detained onboard / subject to intense scrutiny 24/7

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“Blackouts” – A Common Occurrence?

- 0.1 to 2 Blackouts Per Year Per Ship Globally
- 2000 Cargo Ship Calls Per Year (Baltimore)
- 272 Loss of Command Per Year (Just US Waters)
- Estimated 50% loss of power incidents not reported to authorities (globally)
- Trending up – more complex ships / control systems / fuel change overs / emission scrubbers

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