

FEATURE CASUALTY

Fjordvik

Cement carrier, IMO 7423249, Built 1975, 4,081 dwt

Date of Casualty 3 November 2018

Voyage Keflavik to Helguvik, Iceland

Cargo Cement

Type of Casualty Grounding

Type of Claim Hull damage, LOF salvage claim and possible General Average declaration

P&I Standard Club

On 3 November 2018 the 1975 built cement carrier *Fjordvik* ran aground on a breakwater whilst approaching the port of Helguvik in Iceland and subsequently suffered a hull breach.

The Bahamas flagged *Fjordvik* was proceeding into the port of Helguvik, which sits on Iceland's South West coast, when she struck the breakwater at 0050 hours coming to rest broadside to the structure on her port side. The weather at the time was stormy and may have been a factor in the accident. The vessel was under control of a local pilot at the time of the grounding and had 14 crew members on board. She was also loaded with 104 m³ of marine gas oil on board.

The Icelandic Coast Guard received an emergency call from the vessel notifying them

of the grounding and shortly afterwards two rescue helicopters were dispatched to the site together with rescue teams and a local lifeboat from Suðurnes and Hafnarfjörður. As the vessel was being pounded by the surf and continuously pushed against the breakwater, the Coast Guard ordered an emergency evacuation. The 14 crew and the pilot were airlifted from the *Fjordvik* by 0200 hours.

The vessel's operators, SMT Shipping, have contracted Ardent Salvage to provide assistance to the vessel under a Lloyd's Open Form of Salvage contract. The local authorities are closely monitoring the salvage operation and the possible environmental threat. On 4 November 2018 a gangway was constructed from the breakwater to the vessel. An initial attempt to pump fuel from the vessel on Sunday was abandoned but salvors succeeded in removing the vessel's bunkers on 4 November, transferring it into tank trucks. There has been some loss of oil from the vessel.

There is a good deal of concern regarding the condition of the vessel and the possibility that once refloated she may sink if brought into the port. Helguvik is an important port for the supply of jet fuel to the main airport on Iceland.

Weather conditions remain poor. Click [here](#) for video.



NEW CASUALTIES

Uta

General cargo vessel with container capacity, IMO 8415691, Built 1984, 4,689 dwt

Date of Casualty 31 October 2018

Voyage Næstved, Denmark to Klaipeda, Lithuania

Cargo No details

Type of Casualty Allided with the quayside at Næstved.

Type of Claim Allision damage claim

P&I Lodestar

Dennis - Z 510

Fishing vessel, IMO 9215969, Built 2000, 354 dwt

Date of Casualty 31 October 2018

Type of Casualty Ran aground off Hanstholm. Local lifeboats assisted and escorted the vessel into the port.

Type of Claim Possible hull damage claim

P&I MS Amlin

Bologoe

General cargo vessel, IMO 8947967, Built 1963, 2,100 dwt

Date of Casualty 31 October 2018

Voyage Rostov to Kavkaz, Russia

Cargo No details

Type of Casualty Grounded on the River Don near Rostov. The vessel was refloated with tug assistance.

Type of Claim Possible hull damage and salvage claim

Glovis Sirius

Vehicle carrier, IMO 9749582, Built 2016, 19,638 dwt

Date of Casualty 31 October 2018

Voyage Bremerhaven, Germany to

Cargo Vehicles

Type of Casualty Suffered a hull breach after alliding with the Northern lock when departing port of Bremerhaven.

Type of Claim Allision damage claim

P&I North of England

Svenja

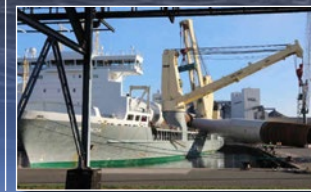
General cargo vessel with container capacity, IMO 9458901, Built 2010, 12,975 dwt

Date of Casualty 31 October 2018

Voyage Rostock, Germany to Tees, UK

Cargo Wind turbines

Type of Casualty A foundation pole of a wind turbine crashed onto the vessel during loading operations at Rostock. One port worker suffered injuries. The pole penetrated the quay and the deck of the *Svenja*.



Type of Claim Hull damage claim

P&I Gard

P'tits Mouks

Fishing vessel, No other details

Date of Casualty 31 October 2018

Type of Casualty Disabled three miles off Réthoville. The vessel anchored and was later towed by the rescue vessel *Cape Lévy II* to Roubaul Gatteville-le-Phare.

Type of Claim Possible salvage type claim



Fishin Fanatic

Charter fishing vessel, No other details

Date of Casualty 1 November 2018

Type of Casualty Suffered a fire whilst at the Wanchese Marina on Roanoke Island.

Type of Claim Fire damage claim

Helene G

General cargo vessel with container capacity, IMO 9195406, Built 2001, 3,157 dwt

Date of Casualty 1 November 2018

Voyage Husum, Germany to Mandal, Norway

Cargo In ballast

Type of Casualty Allided with the flood barrier departing Husum after a technical malfunction. Both the vessel and the structure suffered damage.

Type of Claim Allision damage claim

P&I Hanseatic



Andromeda

Reefer, IMO 8806242, Built 1989, 6,565 dwt

Date of Casualty 1 November 2018

Voyage n/a

Cargo In ballast

Type of Casualty Suffered a fire in her cargo hold whilst at a repair yard in Tuzla. 17 fire engines and 50 fire-fighters responded along with tugs which carried out cooling operations.

Type of Claim Fire damage and salvage claim

P&I Lodestar

Vilnyus

Fishing vessel, IMO 8227056, Built 1984, 455 dwt

Date of Casualty 1 November 2018

Type of Casualty Suffered a fire whilst at Murmansk Fish port.

Type of Claim Fire damage claim

Ocean Harvester II

Fishing vessel, No other details

Date of Casualty 1 November 2018

PIRACY NEWS

Four crew members from the *AHTS Ark Tze* (IMO 9418767, Built 2009, 2,319 dwt, Shipowners Club) were seized by pirates on 68 nautical miles west of Pointe Noire on 29 October 2018. The tanker *Anuket Amber* (IMO 9395733, Built 2008, 9,500 dwt, Swedish Club) was also hijacked close by and ransacked by pirates. Eight of her crew were reported to have been kidnapped.

Roose + Partners

NEW CASUALTIES - Continued - edition (293)

Type of Casualty Grounded on rocks South West of Dunmore East Harbour. The vessel was refloated on the rising tide with assistance from the RNLI.

Type of Claim Possible hull damage claim

Subsea 88

Anchor Handling tug, IMO 9585376, Built 2010, 1,115 dwt

Date of Casualty 1 November 2018

Type of Casualty Suffered a fire whilst on the Pánuco River whilst near the Astillero Internacional Tampico TMM shipyard.

Type of Claim Fire damage claim

P&I Steamship

Volgoneft 38

Tanker, Built 1967, 5,000 dwt

Date of Casualty 2 November 2018

Voyage Yaroslavl to St. Petersburg, Russia

Cargo 4,600 m/t of fuel oil

Type of Casualty Suffered a blackout and ran aground on the River Svir near Lodeynoye Pole, Russia. The vessel was refloated with tug assistance.

Type of Claim Possible hull damage, salvage claim and/or General Average declaration



Kinshing/Setsu Maru/Der Yun ▣

Kinshing – Tanker, No other details

Setsu Maru – General cargo vessel, IMO 9701695, Built 2014, 2,999 dwt

Der Yun - Tanker IMO 9589982, Built 2012, 6,500 dwt

Date of Casualty 3 November 2018

Voyage Kaohsiung, Taiwan to / Kaohsiung to Naha, Japan / No details

Cargo No details

Type of Casualty The *Kinshing* collided with the *Setsu Maru* and *Der Yun* whilst manoeuvring to depart Kaohsiung. Click [here](#) for video.

Type of Claim Collision damage claim

P&I No details / Japan Shipowners / Britannia

X-Press Brahmputra

Fully cellular containership, IMO 9152911, Built 1998, 14,086 dwt

Date of Casualty 3 November 2018

Voyage New Mangalore Port, India to Colombo, Sri Lanka

Cargo General containerised cargo

Type of Casualty Allided with at pier whilst departing New Mangalore Port. The vessel suffered a hull breach and her port side fuel tank was damaged leading to a loss of oil.

Type of Claim Allision damage claim and clean-up operations

P&I West of England

Emmjay ▣

Yacht, No other details

Date of Casualty 3 November 2018

Type of Casualty Destroyed by fire after being struck by lightning whilst off Phuket in Phang Nga Bay, Thailand. The nine people on board were rescued by another yacht.

Type of Claim Total loss claim

Begonia S/Mietus II

Begonia S – General cargo vessel with container capacity, IMO 9445540, Built 2007, 12,118 dwt

Mietus II – Sport fishing vessel, No other details

Date of Casualty 4 November 2018

Voyage Newport, UK, to Gdansk, Poland

Cargo General containerised cargo

Type of Casualty The vessels were in collision in the Baltic sea nine miles south of Bornholm. The fishing boat, with 19 people on board, sank. Danish rescue services picked up the people from a life-raft.

Type of Claim Collision damage claim

P&I Lodestar

MSC Ajaccio

Fully cellular containership, IMO 9605267, Built 2014, 112,230 dwt

Date of Casualty 4 November 2018

Voyage Paranagua, Brazil to Montevideo, Uruguay

Cargo General containerised cargo

Type of Casualty Broke free from her moorings during poor weather at Paranagua. Tugs brought her under control after two hours. Click [here](#) for video.

Type of Claim Possible tug claim

P&I Swedish Club

Eemshorn ▣

Hopper barge, IMO 8302753, Built 1983, 875 dwt

Date of Casualty 5 November 2018

Voyage Harlingen to Schouwenbank, Netherlands

Cargo None

Type of Casualty Allided with a pillar on the



YACHT NEWS

A number of yachts were damaged in Rapallo marina during a period of extreme weather on 30 October 2018. Gale force winds, torrential rain and heavy seas hit the Italian coastline and huge waves swept into the Rapallo marina, destroying part of the breakwater and some 50% of the 390 yachts moored in the facility, were damaged or destroyed. The

Easter Schieldt barrier.

Type of Claim Allision damage claim

Mito Strait

Fully cellular containership, IMO 9319571, Built 2006, 13,760 dwt

Date of Casualty 5 November 2018

Voyage Hamburg, Germany to Fredericia, Denmark

Cargo General containerised cargo

Type of Casualty Contacted the ground three miles north of Æblø and suffered damage to her rudder and propellers and a small breach with some loss of oil.

Type of Claim Hull damage, salvage claim and/or General Average declaration

P&I Gard

Artemis

Tanker, IMO 9291640, Built 2005, 53,095 dwt

Date of Casualty 5 November 2018

Voyage Texas, USA to Coatzacoalcos, Mexico

Cargo 30,000 m/t of diesel oil

Type of Casualty Grounded on the Coatzacoalcos river near the Villa Allende pier after suffering an electrical fault. Five tugs pulled the vessel free and she was taken to the Pajaritos maritime terminal for unloading.

Type of Claim Possible salvage claim and/or General Average declaration

P&I Britannia

Lady Amalia

General cargo vessel, IMO 9624847, Built 2012, 3,700 dwt

Date of Casualty 5 November 2018

Voyage Belfast to Erith, UK

Cargo Stone

Type of Casualty Suffered an engine breakdown in the English Channel. The vessel was towed to Cherbourg by the tug *Abelle Liberté*.

Type of Claim Possible salvage claim and/or General Average declaration

[Access all our previous casualty newsletters here](#)



LOF NEWS

See today's feature

CSL Virginia – editions 289, 290, 291 & 292 – the *CSL Virginia* was assisted by Tsavlis Salvage under a Lloyd's Open Form Salvage contract following her collision with the *Ulyse*. The vessel, now renamed *Virgin Star*, arrived at the Besiktas Shipyard in Altinova on 3 November 2018 for collision damage repairs.

Ibrahim Konan – Tsavlis Salvage provided assistance to the vessel under an LOF contract dated 5 October 2018.

CASUALTY FOLLOW-UP

Kokopo Chief – edition 235 – heat radiating

from an incandescent reflector lamp has been determined as the cause of the fire which occurred in the containership's No. 4 cargo hold whilst at Taranagua, New Zealand on 23 September 2017.

The Transport Accident Investigation Commission found that the lamp set light to packs of timber stowed close to the light. The TAIC concluded that the CO₂ fire-fighting system on board was effective but was rendered less effective when the hatch to the hold was opened.

The Commission also found that the operator's safety management system had not fully mitigated the risk of fire caused by cargo hold lighting, in spite of an earlier incident involving similar circumstances. They also made recommendations to Fire and Emergency New Zealand regarding the need for improved training and special considerations for shipboard fires.

Celtic Spirit, Celtic Warrior & Atlantic Explorer – edition 258 – on 31 October

2018 the MAIB published its report into the collision between the vessels which occurred on the river Humber on 1 March 2018 after the *Celtic Spirit* dragged its anchor whilst at the Hawke Anchorage during bad weather and struck the other vessels. The report highlighted the importance of considering both tidal and environmental conditions fully when anchoring and that crews should increase the frequency of monitoring their positions commensurate with the conditions experienced.

Erna Oldendorff ▣ – 291 – three crew members from the bulk carrier are facing charges of negligence after the vessel allided with the Oshima Bridge. The Master admitted he had been unable to verify the height of bridge. Their documents have been passed to the Yamaguchi District Public Prosecutors Office

Regal Star – edition 292 – parts of the Remmargrund lighthouse, which was damaged after being hit by the *Regal Star* last week, have been salvaged by Swedish Maritime Administration's work vessel Fyrbjörn. A temporary lighthouse has been set up. Divers found the foundations were intact but the tower will need replacing.

