

FEATURE CASUALTY

Silver Way

General cargo vessel, IMO 8858855, Built 1991, 3,501 dwt

Date of Casualty 17 November 2019

Voyage Nakhodka, Russia to Busan, Korea

Cargo 2,500 m/t of timber

Type of Casualty Fire

Type of Claim Fire damage and possible General Average declaration

In the afternoon of 17 November 2019 general cargo vessel *Silver Way* caught fire whilst in the Sea of Japan.

The Sierra Leone-flagged *Silver Way* was sailing north east of Homi Cape near Pohang, Korea when fire erupted at 1340 hours local

time. The vessel was en route from the Russian port of Nakhodka and was proceeding to Busan, South Korea loaded with some 2,500 m/t of timber.

Authorities in Pohang received the distress signal issued from the vessel and immediately dispatched patrol boats and a fire-fighting team to assist. A helicopter was also deployed. Reports suggested that the crew were unable to engage in any fire-fighting efforts due to a failure of the vessel's generator. Heavy smoke build up slowed down the fire-fighting efforts but fire-fighters were able to bring the fire under control and confirmed it extinguished at 2016 hours local time.

The fire was contained to the vessel's superstructure and did not spread to the timber cargo in the vessel's holds. The vessel was later towed into Pohang where investigators are beginning their efforts to establish the cause of the fire. There were thirteen crew on board, all Russian, and thankfully none were injured. The vessel, which is owned by Sansara Shipping Hong Kong Ltd and managed by East Line Shipping Co Ltd of Vladivostok, is expected to undergo survey and repairs in Pohang and will then proceed to Busan to discharge her cargo.



NEW CASUALTIES

Sharon Vale

Fishing vessel, IMO 8604216, Built 1996, 131 dwt

Date of Casualty 12 November 2019 – Late Notification

Type of Casualty The vessel was acting as a guard ship during a cable laying project when she lost power and ran aground on the Submarine barrier 1.2 miles south-east of South Sea Castle between Horse Sand Fort and the Southsea sea front, UK. The vessel, which was holed and began taking on water, was refloated with tug assistance.

Type of Claim Hull damage and possible salvage claim

Einar Gudnason

Fishing vessel, Built 2015

Date of Casualty 13 November 2019

Type of Casualty Ran aground on the north west coast of Iceland close to the Suganda-fjord. The crew were rescued but the vessel was seriously damaged and suffered water ingress. She is thought to be a total loss.

Type of Claim Wreck removal and total loss claim



Marricar

Yacht, No other details

Date of Casualty 13 November 2019

Type of Casualty Ran aground at Milos, Greece. Adverse weather prevented early assistance being provided.

Type of Claim Possible hull damage and salvage claim



Concordia

Fully cellular containership, IMO 9162679, Built 1997, 11,401 dwt

Date of Casualty 13 November 2019

Voyage Måløy to Ikornnes, Norway

Cargo General containerised cargo

Type of Casualty Ran aground on Hareidlandet island, Vartdalsfjord, Norway. The vessel, which suffered damage to her bulbous bow, was refloated with tug assistance on the rising tide.

Type of Claim Hull damage and possible tug claims

P&I Swedish Club

Sidex 2

Tug, No other details

Date of Casualty 13 November 2019

Type of Casualty Caught fire whilst transiting the Danube river pushing a convoy of six barges loaded with bauxite. Local fire-fighters and rescue craft attended and extinguished the fire.

Type of Claim Fire damage claim

Ametist

Fishing vessel, IMO 9076210, Built 1992, 414 dwt

Date of Casualty 13 November 2019

Type of Casualty Caught fire whilst at a shipyard in Murmansk, Russia. Local fire-fighters attended and extinguished the fire.

Type of Claim Fire damage claim

Norway. The vessel, which suffered damage to her bulbous bow, was refloated with tug assistance on the rising tide.

Type of Claim Hull damage and possible tug claims

P&I Swedish Club

Paxoi

Bunkering tanker, IMO 9382190, Built 2009, 6,310 dwt

Date of Casualty 13 November 2019

Voyage Algeciras, Spain to Tangier, Morocco

Cargo 3,500 m/t of fuel oil

Type of Casualty Suffered engine failure and was disabled in the Gibraltar Strait. Tug SAR *Mastelero* was initially deployed to assist with other tugs being sent for the final passage into Gibraltar.

Type of Claim Possible salvage claim

P&I Steamship Mutual

[Further casualties overleaf](#)

USS Iwo Jima

Navy amphibious assault ship, Built 2001, 41,150 gt

Date of Casualty 14 November 2019

Type of Casualty Fire broke out in the cargo hold of the vessel which was docked at the Naval Station Mayport, USA. Local fire-fighters attended.

Type of Claim Fire damage and possible salvage claim

Yong Shun

Bulk carrier, IMO 8748397, Built 2009, 15,000 dwt 2009 14 Nov 2019 Fire/explosion MS Amlin bulk carrier

Date of Casualty 14 November 2019

Voyage China to in Vung Tau, Vietnam

Cargo 5000 m/t of scrap

Type of Casualty Suffered a fire in a cargo hold whilst off Vung Tau. 15 crew members were evacuated whilst three remained on board to coordinate the fire-fighting operation which was conducted by the Vung Tau Maritime Port Authority.

Type of Claim Fire damage and possible General Average declaration

P&I MS Amlin

Cheramie Botruc No. 22/ Mariya Moran

Cheramie Botruc No. 22 – Supply vessel, IMO 7621865, Built 1975, 500 dwt

Mariya Moran – Tug, IMO 9764128, Built 2015, 527 dwt

Date of Casualty 14 November 2019

Type of Casualty The vessels were in



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NEW CASUALTIES - Continued - edition (347)

collision close to the Sabine Pass, Texas. The *Cheramié Botruc No. 22* suffered damage to her fuel tanks and 3,000 gallons of diesel was released into the water.

Type of Claim Collision damage and clean-up operations

P&I No details / Steamship Mutual



Lohengrin/Reflections

Lohengrin – Yacht, IMO 8735998, Built 2006, 470 gt

Reflections – Yacht, Built 1997, 216 gt

Date of Casualty 16 November 2019

Type of Casualty Both yachts caught fire whilst undergoing renovation at the Yachts Repair Yard in Universal Marine Centre, Fort Lauderdale, USA. The vessels are estimated to have a combined value of USD20 million. The fire started on the *Lohengrin* and spread to the neighbouring *Reflections* after being fuelled by strong winds in the area. Click [here](#) for video.

Type of Claim Total loss claims and clean-up operations

Rosebloom

Fishing vessel, IMO 9760744, Built 2016, 140 gt

Date of Casualty 16 November 2019

Type of Casualty Ran aground off Lerwick Harbour in the Shetland Islands. The vessel, which had already landed her cargo, was pulled free and taken into Lerwick.

Type of Claim Hull damage and salvage claim



Signora del Vento

Tall ship, IMO 5133589, Built 1962, 514 dwt

Date of Casualty 16 November 2019

Type of Casualty Broke free from her moorings at the Caboto wharf in Gaeta, Italy during poor weather and was pushed aground.

Type of Claim Damage and salvage claim

P&I Standard Club

Reggestroom

Tank barge, Built 2008, 2,127 ts

Date of Casualty 16 November 2019

Voyage No details

Cargo 1600 m³ of gas oil

Type of Casualty Grounded in the Visjagersgatje between Den Oever and Den Helder in the Netherlands. The vessel was refloated after part of her cargo was lightered and she proceeded to Dan Helder for inspection.

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

Kebelle II

Fishing vessel, Built 1971

Date of Casualty 17 November 2019

Type of Casualty Abandoned by the skipper off Portsall after becoming disabled. The skipper was rescued from his life-raft and the vessel was later towed into port of Saint Pabu by the Portsallaise SNSM boat *La Portsallaise*.

Type of Claim Possible salvage claim

Edna Synnove

Fishing vessel, IMO 9199490, Built 1998, 240 dwt

Date of Casualty 17 November 2019

Type of Casualty Disabled and drifting towards the coast at Saltoya, Norway. The vessel was pulled away from the shore from the local life-boats.

Type of Claim Possible salvage claim

Asian Emperor/RAM Chango

Asian Emperor – Vehicle carrier, IMO 9176632, Built 1999, 21,479 dwt

RAM Chango – Tug, No other details

Date of Casualty 17 November 2019

Voyage Yokohama, Japan to San Antonio, Chile / n/a

Cargo Vehicles / n/a

Type of Casualty The vehicle carrier collided with the tug during berthing operations in San Antonio. The *Asian Emperor* was holed and suffered water ingress into her engine room.

Type of Claim Collision damage claim

P&I West of England / No details



Moinos

Tank barge, 2563 ts


Date of Casualty 17 November 2019

Voyage Karlsruhe, Germany to Birsfelden, Switzerland

Cargo 2,000 m³ of gas oil

Type of Casualty Allided with a number of fairway buoys and ran aground on the Rhine. The vessel was refloated with the assistance of a passing vessel and proceeded to Iffezheim.

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

Access all our previous casualty newsletters here 

PIRACY NEWS

The tug *Rabigh 3* (IMO 8600105, Built 1987, 375 dwt), which was towing a drilling rig, was attacked by Houiti militia in the Red Sea north of Kamaran Island, Yemen. The tug and rig were taken to Al Qaryah.

Nord Carperren

Yacht, No other details

Date of Casualty 18 November 2019

Type of Casualty The vessel which was heading to Ireland from Ramsgate in the UK after a complete refit, suffered water ingress and sank 20 miles north of the Isles of Scilly. The crew were rescued from their life-raft.

Type of Claim Total loss claim

La Feline

Yacht, No other details

Date of Casualty 19 November 2019

Type of Casualty Grounded on rocks and partially sank at the mouth of the Fraser River off Richmond, British Columbia. The crew abandoned the vessel.

Type of Claim Hull damage and salvage claim

Korsoe

General cargo with container capacity, IMO 9519054, Built 2013, 5,733 dwt

Date of Casualty 20 November 2019

Voyage Kiel, Germany to Ust-Luga, Russia

Cargo No details

Type of Casualty Allided with the old northern lock

Type of Claim Allision damage claim

P&I North of England

CASUALTY FOLLOW-UP

USS Fitzgerald and ACX Crystal editions – 221, 222, 227, 229, 230, 232, 241, 244, 246, 252, 317 & 336 – the families of seven US sailors who drowned following the collision between the destroyer and the bulk carrier joined with 40 other sailors who were injured in an action against the owners of the *ACX Crystal*. They are claiming more than USD287 million in damages and allege that the collision could have been avoided had the *ACX Crystal* abided by the collision regulations.

Nu Shi Nalini – editions 273, 279, 300, 301, 309, 318, 324, 327, 329, 333, 344 & 345 – Dutch company Marine Masters BV have been awarded the contract to remove the naphtha cargo and refloat the vessel which remains aground off the coast of Goa.

Viking Sky – editions 313 & 314 – on 13 November 2019 Norway's Accident Investigation Board released a preliminary report into the near-grounding of the cruise ship which reveals that there were 18 alarm warnings about low lubricating oil levels several hours before the complete blackout. The vessel, with 1,373 people on board, came to within a 'within a ship's length' of grounding off Hustadvika, a 'notoriously dangerous area' off Norway's northwest coast. Each alarm was deactivated and cleared by the vessel's crew within a few seconds of sounding. Lubricating oil levels were between 28 to 40% of capacity compared to the recommended levels of 68% to 75%. Various intermediate recommendations have been made regarding lube levels and systems of alarm management pending the final report.

Nur Alya – editions 335, 336, 337 & 340 – The National Search and Rescue Agency has resumed their search for the vessel which has been missing since August. Authorities will use a multibeam echosounder (MBES) in the search which can detect objects as deep as 600 metres.

Conception – editions 336, 337, 338 & 339 – the first wrongful death suit has been filed against the vessel owners Glen and Dana Fritzier, and their dive-boat company, Truth Aquatics following the fire on the dive boat on 2 September 2019 which led to the death of 34 people. The owners have sought to limit their liability under the Limitation of Liability Act of 1851 which if successful would potentially leave the victims without any compensation as the claims would be limited to the value of the vessel. Families of the remaining 33 victims must file counterclaims against the Limitation action within six months of the suit which was filed 5 September 2019.

Sunsail 4017 – edition 346 – the yacht which sank off the coast of the Isle of Wight on 11 November 2019 has been raised from its position off Gurnard and towed into Cowes on 14 November 2019 by Rebel Marine.

Thomas C – edition 346 – the vessel has finally been refloated and has proceeded into San Nicolas where she was due to offload her cargo of 31,000 tonnes of slag. The vessel owners have declared General Average and Jonathan Spencer has been appointed as the GA Adjuster.

Nana Provider – edition 346 – Resolve Salvage were contracted to refloat the barge from its position off Quadra Island. The vessel was refloated earlier than expected on 15 November 2019 and was taken to Duncan Bay for further assessment and repairs.

