

Arbitrator's round up

Simon Kverndal QC

Sweet Chariot

Date and place of salvage

Mid – August in the English Channel some 50 miles south of Falmouth and tow into Falmouth

Description and size of ship salvaged

Cruise ship of 25,000 grt, 250m LOA, 23m in breadth built in 2002 in Italy and registered in the Port of Southampton. Propulsion is conventional propeller

Sweet Chariot

Nature and amount of salvaged cargo, if any

– None but was carrying 1200 passengers

Value of salvaged property including cargo and freight

Ship (salved) USD 150,000,000

Freight none

Bunkers (ship) No value tendered

Total (ship) USD 150,000,000

Cargo none

SALVED FUND USD 150,000,000

Sweet Chariot

Particulars of salving vessels, appliances used and their approximate values

Tug of 60T bollard pull , 38M LOA with
ASD

Sweet Chariot

Nature of the casualty

Sweet Chariot had been seriously damaged in a collision in thick fog with the MT Thistle of Scotland.

Her hull had been breached midships , her machinery spaces flooded to a height of 2 metres and she was listing slightly. There was no impact on the generators. Water no longer continuing to ingress.

Sweet Chariot

Summary of services rendered

- (1) Contractors rapidly mobilised a 10 man salvage team from the UK who were transferred to the casualty by helicopter.
- (2) Once on board the team stabilised the situation in the engine room by closing compartments and blanking pipes and vents over a period of 36 hours.
- (3) Meanwhile the Contractors' salvage tug came up to the casualty and connected a tow line.

Sweet Chariot

Summary of services rendered – cont'd

4) During daylight hours the passengers were safely evacuated using the Scilly island ferry (chartered by Ship Respondents) and transferred to the mainland.

5) Tow of the casualty some 50 miles into Falmouth

Sweet Chariot

Brief description of the danger or risks from which the property was saved

- 1) Immobilised until assisted by professional salvors (including supervising prompt evacuation of passengers before arrival of tail end of Hurricane Charlotte)
- 2) Further ingress of water into machinery spaces leading to progressive damage prevented by the blanking off.
- 3) Risk of uncontrolled internal flooding before stabilisation work done.

Sweet Chariot

Time occupied in the services

About 2 days

Approximate amount of salvage expenses incurred by salvors

Helicopter and bunkers for tugs

Thistle of Scotland

Date and place of salvage

Mid – August in the English Channel some 50-75 miles from Falmouth and then tow to Lyme Bay

Description and size of ship salvaged.

Chemical tanker of 35,000 grt, 65,500 dwt, 215m LOA, 25m in breadth

Thistle of Scotland

Nature and amount of salvaged cargo, if any.

Six grades of chemicals some toxic

Value of salvaged property, including cargo and freight.

Ship (salved)	US\$25,000,000
Freight (at risk of ship)	
Bunkers (ship)	No value tendered
Total (ship)	US\$25,000,000
Cargo	US\$45,000,000
Salved fund	US\$70,000,000

Thistle of Scotland

Particulars of salving vessels, appliances used and their approximate values.

- Tug A – 180T bollard pull, with portable salvage pumps and first aid capability
- Tug B - 90T bollard pull – with ASD

Thistle of Scotland

Nature of the casualty

“THISTLE OF SCOTLAND” had been seriously damaged in a collision in thick fog with the cruise ship “SWEET CHARIOT”; thereafter she was drifting in broadly SW towards the NW coast of Brittany. Her anchor was damaged and unusable. Her bow area was extensively damaged below the water line and there was uncertainty as to the integrity of her collision bulkhead; for this reason Class had strongly advised against the use of her engines. Cargo tanks were not breached but cracks in the #1 cargo tanks caused by the collision had led to leakage into double bottom tanks. A severe storm, the tail end of Hurricane Charlotte, was forecast to hit (and did hit) the Western Approaches a little over two days after the collision.

Thistle of Scotland

Summary of the services rendered.

- Contractors mobilised Tug A, initially on commercial terms but converted to LOF (SCOPIC incorporated).
- On arrival on site a salvage team (including salvage master) and pumping equipment were transferred to the casualty.
- Rigging tow connection in rapidly deteriorating weather conditions.

Thistle of Scotland

Summary of services rendered, cont'd

- Reconnecting tow line and tow of some 120 miles to anchorage in Lyme Bay.
- Mobilisation of Tug B to assist Tug A in holding and/or stand by during period of extremely bad weather.
- Mobilisation of additional pumping equipment and a marine chemist.

Thistle of Scotland

Summary of services rendered, cont'd

- Formulation of salvage plan and liaison with MCA team.
- Charter of lightening vessel to remove cargo etc. from #1 tanks and forward DBTs.
- Pumping out and blanking off #1 cargo tanks and forward DBTs.

Thistle of Scotland

Brief description of danger or risks from which the property was saved.

1) Immobilised until assisted by professional salvors.

2) Risk of

- (if engines not used)
 - Closing and grounding on the French coast with consequent risk of CTL and pollution damage.

Thistle of Scotland

Brief description of danger or risks from which the property was saved.

Risk of

- OR (if engines used)
 - Major structural failure in way of collision damage in very heavy weather with consequent risk of loss of cargo and pollution damage.

Thistle of Scotland

Time occupied in services

About 2 weeks

Approximate amount of salvage expenses incurred by Salvors.

Lightening tanker, marine chemist, bunkers for the tugs

Conclusions