

Roose + Partners

Casualty Newsletter Supplement ①

1st September 2013

Maersk Kampala

Date of Casualty 28 August 2013

Voyage India to ports in the Red Sea and Europe

Cargo General containerised cargo

Type of Casualty Fire in deck containers

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

On the evening of 28 August we received reports that the *Maersk Kampala*, a fully cellular containership, built in 2001 with a capacity of 6,802 teu, was drifting south of the Suez Canal whilst the crew and local vessels attempted to extinguish a fire at the forward end of the vessel, apparently isolated to two containers. Our own enquiries confirmed that the extent of the fire had not been fully determined and was subject to further assessment by a salvage team from Svitzer BV, the salvage arm of the Maersk Group, who were in the process of mobilising to the casualty.

The fact that a salvage team had been mobilised raised doubts in our minds about whether this was simply a minor fire and that there was a possibility that the fire was not under control and was spreading but news has been somewhat contained. Maersk issued two bulletins on the incident on 29 August confirming that the vessel had 'a fire in two containers in the foremost bays on the deck' but since then no further updates have been received. Reports in the local media

now suggest that there may be as many as 1,600 containers affected by the fire but this cannot yet be confirmed. Svitzer personnel are on site and fire-fighters are on board the vessel.

Historically, because Svitzer BV is within the Maersk Group, salvage assistance provided by Svitzer BV to Maersk vessels tends not to be on salvage terms and it is possible that this will be the case here. However, whilst there may not be a salvage claim for property interests to deal with, if the fire is as wide-spread as feared, there is likely to be a General Average declaration by the vessel's owners, Maersk B.V., since the fire-fighting efforts to the forward section (for purpose of preserving the property involved in the common adventure) may well have damaged cargo and resulted in considerable GA sacrifice damage. Assuming the fire is successfully extinguished, the shipowners will have to consider the next steps. They will have to address issues of getting the unaffected cargo to destination, the disposal of any affected cargo and extinguishing water that may have accumulated in the vessel's holds. That said, since the fire began on deck, it is possible that water in the holds will be limited. It is possible the vessel will head to Salalah which, in previous casualty cases, has been willing to accommodate damaged vessels at least with a view to allowing the discharge of sound cargo. The *Hyundai Fortune* was permitted to discharge her sound cargo there after a significant fire in 2006 and more recently Salalah was being mooted as a potential port of refuge for the *MOL Comfort* after she broke in two in June this year.

The vessel is entered with Britannia Steam Ship P&I Club. She was en-route from India to Europe



via Salalah, Oman and Jeddah, Saudi Arabia. She had departed from Jeddah on 27 August, heading for Algeciras in Spain. Thereafter she was scheduled to call at Felixstowe in the UK, Antwerp in Belgium, Rotterdam in the Netherlands and Bremerhaven, Germany.

We will report with further news on this casualty in our Newsletter due for issue on 4 September but we considered this was a casualty which perhaps merited a special report. If in the meantime you require further information please do not hesitate to contact us.

