

FEATURE CASUALTY

Conti Peridot/Carla Maersk

Conti Peridot – Bulk carrier, IMO 9452634, Built 2011, 57,001 dwt

Carla Maersk – Combined chemical and oil tanker, IMO 9171503, Built 1999, 44,999 dwt

Date of Casualty 9 March 2015

Voyage Panama to Houston, USA / Houston, USA to Venezuela

Cargo Steel / 5,601 m³ of MTBE

Type of Casualty Collision

Type of Claim Collision damage claim, clean-up operations and possible Salvage claim and/or General Average declaration

P&I West of England / Britannia

Our Newsletter today includes details of two collisions on the Houston Ship Channel which is the 50 mile long ship channel that links Houston to the Gulf of Mexico. Whilst the first involving the chemical tanker *Chembulk Houston* and the fully cellular containership *Monte Alegre* (see Casualties) on 7 March was relatively benign, the collision at Morgan's Point in Galveston Bay between the bulk carrier *Conti Peridot* and the combined chemical and oil tanker *Carla Maersk* was anything but. Although both collisions resulted in the closure of the canal, the later incident prompted a longer closure after the hull of the *Carla Maersk* was breached and part of its cargo leaked into the water. By Tuesday morning 36 ships were waiting to enter the channel and 28 were waiting to leave.

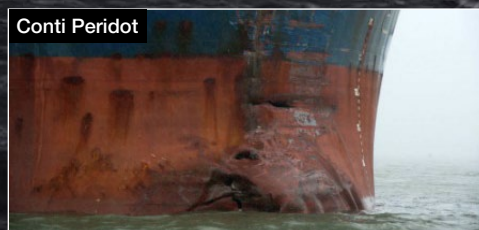
The collision between the *Conti Peridot* and the *Carla Maersk* took place at around 12.45pm on 9 March whilst the channel was veiled in a thick blanket of fog with visibility as low as a quarter of a mile. The *Conti Peridot* was laden with a cargo of steel was inbound to Houston when she struck the port side of the *Carla Maersk* amidships. The *Carla Maersk* was carrying some 216,000 barrels of Methyl tertiary-butyl ether (MTBE), a gasoline additive which is in liquid form and is colourless, volatile and flammable. The force of the impact breached three of the *Carla Maersk*'s cargo

tanks releasing an, as yet, undetermined amount of cargo into the water. Steps were taken to halt the leak and after some 90 minutes it was apparently contained. The bow of the bulk carrier also suffered significant damage.

No injuries were reported but residents near Morgan's Point were instructed to remain in their homes and all work at the Barbours Cut Terminal were stopped. The Coast Guard is coordinating the investigation and clean-up operation and working with the General Land Office, who are providing personnel and equipment, and the Texas Commission on Environmental Quality (TCEQ) who are assisting by carrying out water sampling and monitoring air quality. The AP Moller - Maersk Group are also working closely with authorities. A section of the ship channel remains closed as crews work to deal with the spill. The *Conti Peridot* has since been moved from the area but the *Carla Maersk* remains in situ. There are concerns as to her stability since she is listing slightly. She is not expected to be moved before 12 March and at least until authorities are satisfied she is safe to proceed and discharge her cargo.

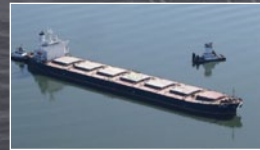


Carla Maersk



Conti Peridot

NEW CASUALTIES



Miyama ▽

Bulk carrier, IMO 9286932, Built 2005, 75,777 dwt

Date of Casualty 4 March 2015 – Late Notification

Voyage Longview, USA to Yosu, South Korea

Cargo No details

Type of Casualty Loss of propulsion, reportedly resulting from a cracked cylinder, and grounding off Welch Island in the Columbia River, Oregon. Initial attempts to refloat the vessel were unsuccessful but she eventually refloated free herself and proceeded to Kalama for repairs.

Type of Claim Possible General Average declaration

Zandkreek/Ben-Gus

Zandkreek – Self-propelled barge, 723 ts, No other details

Ben-Gus – Self-propelled barge, 1715 ts, No other details

Date of Casualty 4 March 2015

Voyage to Antwerp / No details

Cargo Sand / coal

Type of Casualty Head on

collision on the Ghent-Terneuzen Canal. Both vessels suffered significant damage and the fuel tank of the *Ben-Gus* was breached.

Type of Claim Collision damage claim



Redhead ▽

Bulk carrier, IMO 9285940, Built 2004, 37,228 dwt

Date of Casualty 4 March 2015

Voyage Belledune to Three Rivers, Canada

Cargo No details

Type of Casualty Stuck in ice and suffering water ingress by the stern tube off Cap aux Meules, Canada. An icebreaker is reportedly proceeding to assist and the vessel's AIS suggests she may now be under tow.

Type of Claim Hull damage and possible salvage type claim

Chembulk Houston/Monte Alegre

Chembulk Houston – Chemical tanker, IMO 9285469, Built 2003, 16,922 dwt

Monte Alegre – Fully cellular containership, IMO 9348065, Built 2008, 71,273 dwt

Date of Casualty 5 March 2015

Voyage Houston to Barbours Cut, USA / Barbours Cut, USA to Cartagena, Colombia

Cargo No details / General containerised cargo

Type of Casualty Collision in the Houston Ship Canal south of Eagle Point near San Leon, Houston. The Canal was closed after the collision and reopened some two hours later. Click [here](#) for video of the vessels' tracks.

Type of Claim Collision damage claim

P&I North of England for both vessels

Krka/Orebic/Vranjic ▽

Krka – Bulk cement carrier, IMO 5067120, Built 1963, 1032 gt

Orebic – Bulk cement carrier, IMO 5018832, Built 1958, 942 gt

Vranjic – Bulk cement carrier, IMO 7424530, Built 1976

Date of Casualty 5 March 2015

Type of Casualty All three vessels were blown off the pier at Solin, Sveti Kajo by strong winds and grounded. All three were in lay up without crew.

Type of Claim Possible salvage claims

Ice Condor

Combined chemical and oil tanker, IMO 9171187, Built 2000, 19,831 dwt

Date of Casualty 7 March 2015

Voyage Murmansk, Russia to Antwerp, Belgium

Cargo No details

Type of Casualty Allision with the wheel-fenders of the Zandvlietsluis causing damage to both the vessel and the fenders.

Type of Claim Allision damage claim

P&I Skuld



Fri Sea ▽

General cargo vessel with container capacity, IMO 9229166, Built 2001, 3,330 dwt

Date of Casualty 7 March 2015

Voyage Varberg, Sweden to Corpach, UK

Cargo In ballast

Type of Casualty Grounding off Fort William. Initial attempts to refloat the vessel were

[Further casualties overleaf](#)



Roose + Partners

NEW CASUALTIES - Continued - edition 102

LOF NEWS

Eastern Amber/Daeung No.7

Eastern Amber – General cargo vessel, IMO 9570084, Built 2011, 6,532 dwt
Daeung No.7 – Sand barge, No other details

Date of Casualty 4 March 2015 – Late Notification

Voyage Incheon to Busan, South Korea
Cargo Logs

Type of Casualty Collision off Gunsan, Korea causing heavy damage to the general cargo vessel with flooding. Nippon Salvage were appointed under the LOF Salvage contract. After conducting temporary repairs to the breach, tug *Koyo Maru* took the vessel in tow. The vessel capsized near Jeju Island today. It is unclear if SCOPIC had been invoked. The sand barge partially sank over two months ago.

Type of Claim Collision damage and LOF salvage claim

P&I North of England / n/a



FT Odin

Combined chemical and oil tanker, IMO 9297149, Built 2005, 3,471 dwt

Date of Casualty 6 March 2015

Voyage Augusta, Italy to Port Said, Egypt
Cargo In ballast

Type of Casualty Engine breakdown and drifting in bad weather 11.5 nm off the island Kythira. Tsaviris Salvage were contracted to assist on LOF terms and they dispatched the tug *Christos XVIII*. Meanwhile the tanker *Meckem Three* assisted the vessel towards Kythira Island where she was able to anchor. She has since been towed to Turkey.

Type of Claim LOF Salvage claim

Vanguard

General cargo vessel, IMO 9224116, Built 2000, 3,300 dwt

Date of Casualty 7 March 2015

Voyage St. Nazaire, France to Waterford, UK

Cargo 3,000 m/t of citrus

Type of Casualty Engine problems and adrift off Ouessant. The Maritime Prefect ordered the tug *Abeille Bourbon* to proceed and the vessel was towed to Brest. Although the tug was ordered to proceed, apparently in her capacity as an Emergency Towing Vessel, an LOF Salvage contract was agreed, the salvors being Les Abeilles Towage & Salvage. After repairs at Brest the vessel proceeded to Waterford where she remains.

Type of Claim LOF Salvage claim

Lysblink Seways – editions 99, 100 & 101 – has arrived safely at Garvel Clyde Shipyard. We understand the services by Svitzer were performed under an LOF Salvage Contract.

unsuccessful. Tug *Kyle of Lochalsh* was tasked to assist and refloated the vessel in the evening of 8 March.

Type of Claim Possible hull damage and salvage type claim

Kharis Venus

Fully cellular containership, IMO 9122382, Built 1995, 5,946 dwt

Date of Casualty 7 March 2015

Voyage Mizushima, Japan to Busan, Korea
Cargo General containerised cargo

Type of Casualty Grounding whilst departing the Tamashima Container Terminal in Mizushima. The vessel was refloated and anchored for inspection.

Type of Claim Possible hull damages

Marrietta Hines

Tow boat, No other details

Date of Casualty 8 March 2015

Voyage No details

Cargo 15 loaded coal barges

Type of Casualty Allision with the Lake Barkley Bridge at Canton in Triggover on the Cumberland River, Kentucky. One of

the barges was damaged and suffered water ingress.

Type of Claim Allision damage claim



Golden 168

General cargo vessel, IMO 9505950, Built 2008, 9,106 dwt

Date of Casualty 8 March 2015

Voyage 6,600 m/t of copra

Cargo Nha Trang, Vietnam to Hong Kong

Type of Casualty Fire in the cargo hold whilst at anchor off Vung Tau. The vessel has been at Vung Tau since 9 February after suffering an engine breakdown.

Type of Claim Fire damage claim

P&I West of England



Guariste Primero

Fishing vessel, IMO 9205031, Built 1999, 201 gt

Date of Casualty 8 March 2015

Type of Casualty Fire whilst 840 nm southwest of Lima. All of the crew, save for the chief engineer were safely evacuated.

Type of Claim Fire damage/possible total loss, loss of life claims

Chamari

Self-propelled barge, Built 1961, 826 ts

Date of Casualty 9 March 2015

Voyage No details

Cargo Sand

Type of Casualty Engine room fire whilst on

the Waal near Oosterhout, Lent

Type of Claim Fire damage claim



Finesse

Bulk carrier, IMO 9388900, Built 2008, 12,685 dwt

Date of Casualty 9 March 2015

Voyage Dar es Salaam, Tanzania to Reunion
Cargo In ballast

Type of Casualty Engine breakdown off Saint-Paul, Reunion during storms. The vessel was to load a sugar cargo but had moved away due to the approaching storms. She was assisted by two tugs and when weather improved was berthed on 10 March. Click [here](#) for video.

Type of Claim Possible salvage type claim

Mercurio del Golfo

Supply vessel, IMO 8899184, Built 1979, 215 gt

Date of Casualty 9 March 2015

Type of Casualty Sinking off Rio de Janeiro. One crew member lost.

Type of Claim Total loss and loss of life claim

Orel 6

General cargo vessel with container capacity, IMO 8853609, Built 1991, 3,104 dwt

Date of Casualty 9 March 2015

Voyage Astrakhan, Russia to Amirabad, Iran
Cargo 2,997 m/t of wheat

Type of Casualty Grounding on the Volgo-Caspian Sea Canal. The vessel was refloated with the assistance of icebreaker *Kapitan Buka* and has since proceeded.

Type of Claim Possible salvage type claim



St. Sealthiel

Ferry, IMO 9227091, Built 2001, 20 dwt

Date of Casualty 10 March 2015

Voyage Tagbilaran to Cebu, Philippines

Type of Casualty Allision with the dock at Cebu City causing hull damage. 21 passengers were injured as they prepared to depart the ferry.

Type of Claim Allision damage and passenger claims

P&I Shipowners Club

Tong Yang Hai

General cargo vessel, IMO 8657847, Built 2005, 4,700 dwt

Date of Casualty 11 March 2015

Voyage Nakhodka, Russia to Pohang, Korea

Cargo Coal

CASUALTY FOLLOW-UP

Ocean Researcher V – edition 82 – investigators have attributed the cause of the grounding and subsequent sinking chiefly to human error, determining that the Captain and crew did not follow correct procedures with neither realising the ship had run off course. Two people on board the vessel died.



Alyarmouk – edition 93 – the heavily damaged crude oil tanker (in collision with the bulk carrier *Sinar Kapuas*) has entered the Keppel Shipyard Ltd. in Singapore for repairs.



Goodfaith – editions 98, 99 & 100 – salvors continue to drain oil from the grounded vessel which is being pumped on

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

Type of Casualty Flooding and is listing 150 nm northwest of the Saruyama Misaki.

Type of Claim Possible salvage claim and/or General Average declaration with risk of total loss

CSE Clipper Express

Bulk carrier, IMO 9345635, Built 2005, 28,423 dwt

Date of Casualty 11 March 2015

Voyage Akita, Japan to Taichung, Taiwan
Cargo In ballast

Type of Casualty Grounding during storms off Honshu Island.

Type of Claim Hull damage and salvage claim

board the *Aegis I*. The discharge operation is expected to take one week.

Cidade de São Mateus – edition 99 – a further three bodies have been recovered in the FSPO vessel bringing the death toll from the explosion to nine. Two crew remain in hospital but are stable.



Cintharth – edition 101 – has been refloated and towed to Hendaye after the breach in her hull was sealed and the vessel dewatered. The grounded barge is named as *Aldamiz* and it had previously been under tow by *MTS Vector*. The barge is badly damaged and wreck removal plans are in preparation.

Montevideo Express – edition 99 & 101 – the vessel will be towed the Europe for repairs and will not complete her voyage. All cargo is being discharged at Tampa and will go forward on alternative vessels. The first vessel is expected on or around 15 March 2015. As cargo is not going forward on the original vessel, to protect their possessory lien owners require GA security to be in place before the cargo is released for oncarriage.