

FEATURE CASUALTY

Bravo/Privocean/Texas

Bravo – Crude oil tanker, IMO 9472622, Built 2011, 116,014 dwt

Privocean – Bulk carrier, IMO 9628087, Built 2013, 81,434 dwt

Texas - Tug, no other details

Date of Casualty 6 April 2015

Voyage to Convent, Louisiana // n/a

Cargo Crude oil / No details

Type of Casualty Collision

Type of Claim Collision damage claim and clean-up operations

P&I West of England / Gard

In the afternoon of 6 April the US Coastguard was alerted to news of a ship collision in the Mississippi River near Convent, Louisiana between a number of vessels. At 4pm the 81,434 dwt bulk carrier *Privocean* broke free of her moorings and drifted out of control down river. The bulker initially collided with the towing vessel *Texas*, which was moored in the River. Following the collision the *Texas* began taking on water and her crew took swift action to ground the tug in order to prevent her from sinking.

The *Privocean* continued to drift down river

and subsequently struck the 61,336 gt crude oil tanker *Bravo* which at the time was moored and in the process off-loading her cargo of crude oil. The crew of the *Bravo* were able to initiate emergency shutdown procedures to prevent a significant release of oil into the River but it is estimated some 420 gallons was lost overboard when the impact of the collision caused the connections to part. 126 gallons was spilled on the *Bravo*'s deck. The *Bravo* then broke free from her moorings. The bulk carrier was able to get underway and managed to anchor further down river at mile marker 162. Tugs assisted the crude oil tanker *Bravo* to anchor some half a mile from her original position. Tugs remain in attendance because, like the *Texas*, the vessel is also taking on water. Her propeller has also been fouled by one of her mooring lines. The source of the discharge of oil, the facility arms, have been secured and a containment boom deployed.

Following the collision and oil spill the Mississippi River was closed between mile markers 154 to 163 and all three vessels are being monitored by the U.S. Coast Guard response teams. Clean-up operations are being carried out and an investigation into the cause of the incident has commenced.



NEW CASUALTIES



Zhen He 168 ▣

Dredger, No IMO, Built 2014, 3,000 dwt

Date of Casualty 30 March 2015

Type of Casualty Sinking off Taiwan with the loss of her crew.

Type of Claim Loss of life claims

Eilbek

Fully cellular containership, IMO 9313199, Built 2005, 15,952 dwt

Date of Casualty 30 March 2015 – Late Notification

Voyage Rotterdam, Netherlands to St. Petersburg, Russia

Cargo General containerised cargo

Type of Casualty Cargo shift during a storm in the North sea. The vessel

called into Kiel to re-stow her containers and unload any damaged cargo.

Type of Claim Possible General Average declaration, cargo loss/damage

Columbia Highway

Vehicle carrier, IMO 9442873, Built , dwt

Date of Casualty 31 March 2015 – Late Notification

Voyage At Emden

Cargo Volkswagens

Type of Casualty Allision with the quay at Emden causing a 1.5m gash in the stern of the vessel. The vessel had reportedly broken free of her moorings during a storm. See video of the vessel at her mooring by clicking here.

Type of Claim Allision damage claim

SN Federica ▣

Product tanker, IMO 9256248, Built 2003, 72,344 dwt

Date of Casualty 31 March 2015 – Late Notification

Voyage Galveston to Houston, USA

Cargo 402,000 barrels of crude oil

Type of Casualty Grounded in the Galveston Fairway. The vessel, which was reloaded after completing ballasting operations, suffered damage to her forepeak.

Type of Claim Hull damage claim and possible General Average declaration

Teymur Ehmedov

General cargo vessel, IMO 8702226, Built 1988, 3,391 dwt

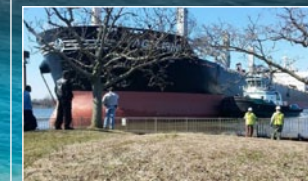
Date of Casualty 31 March 2015 – Late Notification

Voyage Asthrakan, Russia to Baku, Azerbaijan

Cargo 3,000 m/t wheat

Type of Casualty Grounding on the Volga-Caspian Sea Canal. The ship was damaged and was reloaded with the use of tugs.

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



Agia Irini ▣

Bulk carrier, IMO 9492440, Built 2010, 57,000 dwt

Date of Casualty 1 April 2015

Voyage Fairless Hills to Tampa, USA

Cargo In ballast

Type of Casualty Grounding in Delaware Bay. The vessel was reloaded with the assistance of three tugs. For video of the grounding click here.

Type of Claim Hull damage claim

Iran Seyr-1

Reefer, IMO 8858506, Built 1986, 1,236 dwt

Date of Casualty 1 April 2015

Voyage Aktau, Kazakhstan to Astrakhan, Russia

Cargo No details

Type of Casualty Drifting following a steering gear breakdown whilst in the central Caspian Sea. The shipowner was reported to be arranging a tow to the port of Astrakhan.

Type of Claim Possible salvage type claim



Dalniy Vostok ▣

Fish factory, IMO 8730429, Built 1989, 1,810 dwt

Date of Casualty 1 April 2015

Type of Casualty Sinking in the Sea of Okhotsk off the Kamchatka Peninsula in the Western Pacific Ocean. Only 63 of the 132 people on board were rescued.

Type of Claim Total loss and loss of life claims

Ann Harvey

Icebreaker, IMO 8320468, Built 1987, 1,815 dwt

Date of Casualty 2 April 2015

Type of Casualty Ran aground off Burgeo, Newfoundland whilst moving navigational buoys puncturing her hull. The vessel began taking on water and was towed into a sheltered harbour near Burgeo for inspection.

Type of Claim Hull damage claim

Sparviero

Fishing vessel, No other details

Date of Casualty 2 April 2015

Type of Casualty Capsized and sank off the coast of Civitanova Marche

Roose + Partners

NEW CASUALTIES - Continued - edition 106

with the loss of four crew members. Two crew members survived, one with severe injuries.

Type of Claim Total loss and loss of life claims



Haukur ▣

General cargo with container capacity, IMO 8719085, Built 1990, 3,013 dwt

Date of Casualty 2 April 2015

Voyage Reydarfjardar, Iceland to Hargshamn, Sweden

Cargo No details

Type of Casualty Loss of steering in bad weather south-east of Iceland. The Coastguard responded and the vessel was towed to Hafnarfjorur, Iceland.

Type of Claim Possible salvage type claim

Hoa Nam

General cargo vessel, IMO 9003603, Built 1990, 6,929 dwt

Date of Casualty 2 April 2015

Voyage Vung Tau, Vietnam to Cebu, Philippines

Cargo 6,515 m/t of rice in bags

Type of Casualty Engine troubles 220 nm from Vung Tau. The vessel's AIS is showing that she has restricted manoeuvrability.

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



Radiance/Oltenitza ▣

Radiance - Bulk carrier, IMO 9074743, Built 1994, 42,529 dwt

Oltenitza - General cargo vessel, IMO 8888874, Built 1988, 5,210 dwt

Date of Casualty 3 April 2015

Voyage Lattakia, Syria to Istanbul, Turkey / Diliskelesi to Kherson, Turkey

Cargo In ballast / No details

Type of Casualty Collision at Istanbul Anchorage causing damage to both

vessels. Coastal Safety tugs attended.

Type of Claim Collision damage claim
P&I Gard / n/a

Gold Mei /Top Win

Gold Mei - General cargo vessel, IMO 8889476, Built 1995, 3,536 dwt

Top Win - General cargo vessel, IMO 8407527, Built 1984, 5,473 dwt

Date of Casualty 3 April 2015

Voyage n/a

Cargo In ballast

Type of Casualty Both vessels were anchored in Shidao anchorage awaiting repairs when they dragged at anchor and ran aground.

Type of Claim Possible hull damage and salvage type claim



Edgar B. Speer ▣

Bulk carrier, IMO 7625952, Built 1980, 75,385 dwt

Date of Casualty 3 April 2015

Voyage n/a

Cargo In ballast

Type of Casualty Struck a rock whilst leaving Sturgeon Bay after repairs. The vessel has since returned to Sturgeon to repair the damage to her hull.

Type of Claim Hull damage claim

Miracle

Livestock carrier, IMO 5247524, Built 1961, 720 dwt

Date of Casualty 3 April 2015

Voyage n/a

Cargo n/a

Type of Casualty Water ingress and listing to 25° whilst at Istanbul Anchorage. The coastal safety fast rescue boat and technical teams attended to provide assistance. The vessel appears to have been at the anchorage since November 2012.

Type of Claim Possible salvage claim/fine

CWB Marquis

Bulk carrier, IMO 9613941, Built 2014, 39,400 dwt

Date of Casualty 3 April 2015

Voyage Montreal to Hamilton, Canada

Cargo Labrador Iron ore

Type of Casualty The vessel ran aground on the St Lawrence Seaway near Beauharnois, Quebec, about 35 kilometers southwest of Montreal after striking a large ice floe. The vessel, the first to proceed on the Seaway this season was proceeding to ArcelorMittal Dofasco's plant in Hamilton.

Type of Claim Possible hull damage and salvage type claim



Ballstadoey/Havterna ▣

Ballstadoey - Fishing vessel, IMO 9684536, Built 2015, 499 gt

Havterna - Fishing vessel, No other details

Date of Casualty 3 April 2015

Type of Casualty Struck a floating pier in Moskenesvagen together with two other fishing vessels which were moored. The *Havterna* suffered water ingress and sank. The other unnamed vessel as well as the *Ballstadoey* also sustained damage.

Type of Claim Allision and collision damage claim

Kaye E. Barker

Bulk carrier, IMO 5097450, Built 1952, 25,345 dwt

Date of Casualty 3 April 2015

Voyage Duluth, to Indiana Harbour USA

Cargo Iron ore

Type of Casualty Hull holed by ice whilst transiting Lake Superior resulting in flooding. The water ingress was controlled by pumps and patching but the vessel requires more extensive repairs. The cargo will be transferred to the bulker *Lee A. Tregurtha* and the vessel will then proceed for repairs to her forepeak. Icebreakers are working to try to bring the two vessels together to effect

the cargo transfer.

Type of Claim Hull damage claim

Maria G.O./Yang En 1

Maria G.O. - Bulk carrier, IMO 9511428, Built 2011, 87,378 dwt

Yang En 1 - Bulk carrier, No other details available

Date of Casualty 5 April 2015

Voyage Lianyungang, China to unknown destination / Ningbo, China

Cargo 10,000 m/t of manganese ore / In ballast

Type of Casualty Collision 18 nm southeast of Weihai Isle. The *Yang En 1* suffered water ingress and her crew of 14 abandoned the vessel which was subsequently taken to a shipyard in Shidao for repairs. The *Maria G.O.* suffered slight damage.

Type of Claim Collision damage claim

P&I London Club / Unknown

Kalaminja 403 ▣


Reefer, IMO 8220412, Built 1985, 1,232 dwt

Date of Casualty 6 April 2015

Voyage n/a

Cargo n/a



Access all our previous casualty newsletters here 

LOF NEWS

Sea-Land Meteor - edition 105 - In order to avoid delays to the movement of cargo on board the vessel, the shipowners Maersk have provided salvage security to the LOF salvors to cover the entire salvaged property. Owners have in turn declared General Average. Richards Hogg Lindley in Liverpool have been appointed as General Average Adjusters and will be collecting General Average security. Roose+Partners are appointed to protect the interests of part cargo on board the vessel.

Type of Casualty Caught fire whilst at a dockyard in Colombo, Sri Lanka.

Type of Claim Fire damage claim

Thunder ▣

Trawler, IMO 6905408, Built 1969, 1,175 gt

Date of Casualty 6 April 2015

Type of Casualty Sinking in the Gulf of Guinea off West Africa. All 35 crewmembers abandoned the vessel into life-rafts. It is reported that the sinking may have been engineered by the ship's crew.

Type of Claim Total loss claim

Nordic Way

Trawler, Built 1999, 59 gt

Date of Casualty 7 April 2015

Type of Casualty Grounding whilst entering North Bay, Barra. The vessel was refloated with the assistance of the local lifeboat.

Type of Claim Possible hull damage claim

CASUALTY FOLLOW-UP

Floreana ▣ - edition 93, 103, & 104 - has been successfully refloated and was scuttled on 6 April 2015 outside the Galapagos Marine Reserve in the Pacific 1,000 miles from the Ecuadorian coast.

Carla Maersk / Conti Peridot - edition 102 - the NTSB has released its Preliminary Marine Accident Summary on the collision in the Houston Ship Channel on 9 March. Their report, which does not address

issues of fault but simply the circumstances of the collision, follows assessment of the data from each of the vessels to include voyage data recorders (VDR), electronic navigation systems, alarms and a technical assessment of the machinery.

Willem - edition 105 - has been successfully righted at the Hoofd Plate on the Wester Scheldt. The barge will now be towed to the De Schroef Yard in Sluiskil.

