

FEATURE CASUALTY

Purple Beach

General cargo vessel with container capacity, IMO 9138135, Built 1998, 33,720 dwt

Date of Casualty 25 May 2015

Voyage Immingham, UK to Brake, Germany

Cargo Fertiliser

Type of Casualty Fire

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

P&I Gard

During the evening of 25 May 2015, as the general cargo vessel *Purple Beach* was in the Weser Estuary en route to Brake in Germany from Immingham and some 30 km west of Helgoland, a fire broke out in one of the vessel's cargo holds which was loaded with a cargo of fertiliser. The crew took immediate steps to extinguish the fire by sealing the hold and activating the vessel's on board fire-fighting system which released CO₂ into the affected cargo hold. It was initially thought that their efforts had been successful but on 26 May it was found that the fire re-ignited. Fire-fighters from Bremerhaven Fire

and Rescue were taken to the vessel's location by helicopter and Germany's Casualty Command in Cuxhaven began coordinating the operation and dispatched the Analytic Task Force (AFT) to assess the risk posed by the fire. In the afternoon of 26 May, having established that the atmosphere on the ship was at dangerous levels, they (the AFT) ordered the fire-fighters and the ship's crew to evacuate the vessel. Some 36 people, including the vessel's 22 strong crew and a number of firefighters, were taken to hospital for gas-poisoning treatment

The *Purple Beach*, which is owned and operated by liner operator MACS on its US Gulf/northern Europe service, proceeded to the deep water anchorage in the German Bight located 17 nm south-west of Helgoland in the North Sea and the emergency command dispatched the multi-purpose tug *Mellum* to attend. The lifeboats *Hermann Marwede*, *Hermann Rudolf Meyer*, *Johann Fidi*, *Nordergründe* and the *Vogelsand* are also reported to have proceeded to the vessel's location and the oil control vessel *Neuwerk* was tasked with taking fire and chemical experts to the vessel. The intention was to flood the vessel's hold to reduce the temperatures but there are concerns that this might cause an explosion.

Three salvage vessels, the *Mellum*, *Nordic* and *Neuwerk* are now in attendance close to the casualty but are being kept at a distance of three miles due to the poisoning risks posed by the fumes from the burning cargo. An exclusion zone has been established around the vessel which has impacted the traffic separation zone Jade Approach. Households and businesses near the coast have been warned about the possibility of poisoning. Thick smoke continues to billow from the vessel.

We understand the vessel's cargo is a compound fertiliser, NPK 15-15-15, which is a poultry manure. It is essentially 15% nitrogen as ammonium and nitrate salts, 15% phosphorous pentoxide as phosphates and 15% potassium oxide as potassium chloride and potassium oxide. The remaining 40% is made up of micronutrients (magnesium, sulphur and calcium) and anti-caking agents. It is reported that can undergo decomposition leading to fire when exposed to a heat source since a large part of the produce is ammonium nitrate. In 2007 the bulk carrier *Ostedijk*, carrying the same cargo suffered a similar fire off the coast of Spain which was eventually extinguished by salvors who pumped water onto the hot spots using injection pipes.

NEW CASUALTIES

Zy Hi Sheng

Bulk carrier, IMO 9593622, Built 2010, 27,000 dwt

Date of Casualty 18 May 2015 - Late notification

Voyage Kakinada, India to Singapore

Cargo No details

Type of Casualty Adrift after engine failure in the Bay of Bengal.

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

P&I American Club



LLV Svetlana

Fishing vessel, IMO 7942154, no other details

Date of Casualty 19 May 2015 - Late Notification

Type of Casualty Allision with the quay at Fuglenes, Hammerfest

Type of Claim Allision damage claim

Verlaine/Maryam M/WJT-3500

Verlaine - General cargo vessel, IMO 8841694, Built 1980, 2,893 dwt

Maryam M - General cargo vessel, IMO 9103386, Built 1995, 8,493 dwt

WJT-3500 - Tug, IMO 7719686, Built .

Date of Casualty 20 May 2015

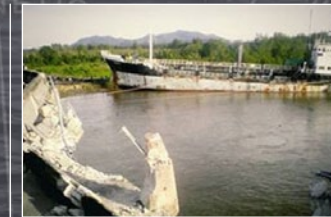
Voyage Abu Qir, Egypt to Tuzla, Turkey / Algiers, Algeria to Istanbul, Turkey

Cargo No details

Type of Casualty Collision in the Sea of Marmara. The *Verlaine* struck the *Maryam M* which was under tow of the *WJT-3500*.

Type of Claim Collision damage claim

P&I Unknown



Moresby 9

Tanker, IMO 7705740, Built 1977, 2,408 dwt

Date of Casualty 20 May 2015

Type of Casualty Allision with a bridge on the Trang River, Thailand causing severe damage to the bridge. The vessel was heading to a ship repair facility and was in ballast.

Type of Claim Allision damage claim



Oceanline SC208

General cargo vessel, 13,980 dwt

Date of Casualty 20 May 2015

Voyage Teluk Ramunia to Pengerang, Malaysia

Cargo Sand

Type of Casualty Capsized off Tanjung Punggai with the loss of 14 crew. Salvors have been appointed by the MPA.

Type of Claim Salvage claim and loss of life claims

Algosteel/Maria Desgagnes

Algosteel - Bulk carrier, IMO 6613299, Built 1966, 28,754 dwt

Maria Desgagnes - Combined chemical and oil tanker, IMO ., Built 1999,

Date of Casualty 21 May 2015

Voyage Thorold to Goderich, Canada
Cargo No details

Type of Casualty Whilst berthing at the Shell dock at Sarnia the *Algosteel* struck the *Maria Desgagnes* which was moored.

Type of Claim Collision damage claim
P&I Standard Club



Blue Ship

General cargo vessel, IMO 9381990, Built 2006, 5,664 dwt

Date of Casualty 21 May 2015

Voyage La Spezia to Piombino, Italy

Cargo Dredged mud

Type of Casualty Cargo shift and listing with a risk of grounding. The vessel was towed back to La Spezia by two tugs.

Type of Claim Possible salvage type claim

Yue You Lian 68

General cargo vessel, No IMO, Built 2009, 1,000 dwt

Date of Casualty 21 May 2015

Voyage Hong Kong to Taishan, China

Cargo 2,600 m³ of mud

Type of Casualty Water ingress and sinking one mile SE of Gaolan island, southwest of Macao

Type of Claim Total loss claim

Smew

Bulk carrier, IMO 9688843, Built 2014, 35,998 dwt

Date of Casualty 22 May 2015

Voyage San Lorenzo, Argentina to Callao, Peru



Roose + Partners

NEW CASUALTIES - Continued - edition (113)

Cargo 32,163 m/t of flour and soybean pellets

Type of Casualty Grounding on the Paraná River. The vessel refloated and anchored for survey.

Type of Claim Possible hull damage claim and General Average declaration
P&I North of England

Alksia Swan

Combined chemical and oil tanker, IMO 9400356, Built 2009, 5,717 dwt

Date of Casualty 22 May 2015

Voyage Eastham, UK to Puerto Cabello, Venezuela

Cargo No details

Type of Casualty Disabled 450 nm from the Azores. The vessel will be towed to Ponta Delgada by the tug *VB Artico*.

Type of Claim Possible General Average declaration

P&I Gard

Four Forty

Fishing vessel, No other details

Date of Casualty 23 May 2015

Type of Casualty Sinking off Cape

Disappointment, Washington after hitting a piling in the Ilwaco Channel and suffering water ingress. The vessel sank 100 yards

Type of Claim Hull damage and salvage claim



Anwaar Afriqya

Product Tanker, IMO 9275268, Built 2004, 34,656 dwt

Date of Casualty 24 May 2015

Voyage Piraeus, Greece to Sirte, Libya

Cargo 30,000 m/t of gasoil

Type of Casualty Attacked by jets of the Libyan National Army whilst anchored off Sirte, Libya. Libyan officials advised the vessel was supplying fuel and weapons to Islamic State who control the port town. One crew member was killed in the attack and another was injured. Readers

will recall our feature casualty in edition 111 was in respect of an attack on the *Tuna 1* by Libyan armed forces and this latest incident will again raise concerns regarding shipping operations to Libya.

Type of Claim Fire and structural damage
P&I West of England



Professor Katsman

General cargo vessel with container capacity, IMO 9368261, Built 2008, 5,465 dwt

Date of Casualty 24 May 2015

Voyage Rotterdam, Netherlands via St. Petersburg, Russia to Baku, Azerbaijan

Cargo 2,427 m/t of general cargo

Type of Casualty Grounding on the Volga. The vessel was assisted by tugs but refloated by her own means.

Type of Claim Possible hull damage claim and possible claim for tugs' services

P&I Standard Club

Da You 78

Tanker, No other details

Date of Casualty 25 May 2015

Voyage No other details

Cargo Oil

Type of Casualty Collision with an unidentified vessel in the South China Sea off Guangzhou causing severe damage to the tanker which caught fire. All 16 crew abandoned the vessel and were rescued.

Type of Claim Collision damage claim, clean-up operations

Samyoung

Tug, No other details

Date of Casualty 26 May 2015

Type of Casualty Sinking off Busan. Whilst towing another vessel the tug's towing cable snapped and struck the hull, holing it. The tug's crew were knocked into the water and died.

Type of Claim Total loss and loss of life claims



Grampian Frontier

Standby safety vessel, IMO 9141156, Built 1997, 1,703 dwt

Date of Casualty 26 May 2015

Type of Casualty Fouled both propellers on a 3 inch messenger rope from a tanker. Diving Support vessel *Aceryg Viking* has been tasked to assist and free the propellers.

Type of Claim Possible salvage type assistance



Dubai Energy

Bulk carrier, IMO9274587, Built 2004, 55,389 dwt

Date of Casualty 26 May 2015

Voyage San Nicolas to Recalada, Argentina

Cargo 41,400 m/t of iron ore

Type of Casualty Grounding on the River Parana close to San Pedro port. The vessel remains aground. This is the third grounding incident within a week near

San Pedro port and may raise questions regarding the safety of the port.

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

P&I North of England

Ge Mi Ma

Fishing vessel, No other details

Date of Casualty 26 May 2015

Type of Casualty Water ingress and sinking 160 miles off Penmarc'h. All crew were evacuated by helicopter or picked up by a passing containership.

Type of Claim Total loss claim

Jian Qiang

Bulk carrier, IMO 9123623, Built 1996, 46,807 dwt

Date of Casualty 27 May 2015

Voyage Beaumont, USA to Jorf Lasfar, Morocco

Cargo Sulphur

Type of Casualty Grounding off Sabine Pass in the Gulf of Mexico. The vessel remains aground.

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

P&I China Shipowners

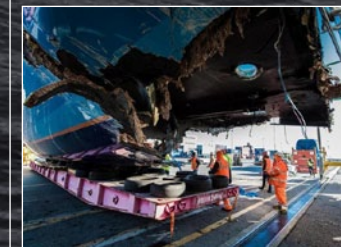
Access all our previous casualty newsletters here

CASUALTY FOLLOW-UP



Sewol - edition 57 - the South Korean Ministry of Oceans and Fisheries has opened the tender process for the removal of the ferry. Tenders are invited to be submitted over the course of the next month, to 22 June 2015 with the expectation that the successful company will begin operations in September.

Applicants must demonstrate their technical expertise/experience in performing such operations with the cost factor only accounting for a small part of process. The ministry is likely to give preference to consortiums of Korean and foreign salvage companies.



Vestas Wind - editions 89, 92, 93 & 96 - four months after running aground the racing Yacht has been repaired ahead of schedule and is expected to start Leg 8 of the Volvo Round the World Race due to commence from Lisbon on 7 June 2015.

Norwegian Dawn - edition 112 -

following the grounding off Bermuda and subsequent surveys, the cruise ship was cleared to sail on 20 May 2015 and has since proceeded to Boston. A statement was issued by the company blaming a malfunction in the steering system which caused the vessel to veer off course and run aground.

Nord Hydra - edition 112 - was refloated in the afternoon of 21 May 2015. Local authorities were forced to close the channel and an estimated 43 ships were delayed. A drought in Brazil is thought to be responsible for there being unusually low water levels on the River.



Maersk Karachi - edition 112 - our feature casualty last week took a turn for the worse on 22 May when welding work to remove the gantry crane caused a fire to break out in the affected hold. The fire blazed out of control as firefighters initially found it difficult to gain access due to the mass of debris from the accident on 14 May 2015. Fire brigades from Bremen, Hamburg and Wilhelmshaven attended and foam and water was pumped into the hold. The fire was brought under control overnight (22 to 23 May).

