

FEATURE CASUALTY

Dong Fang Zhi Xing

Passenger vessel, Built 1993,
2,200 dwt

Date of Casualty 2 June 2015

Voyage Nanjing to Shanghai,
China

Type of Casualty Sinking

Type of Claim Total loss and loss
of life claim

During the evening of 1 June, the *Dong Fang Zhi Xing (Eastern Star)* capsized and sank whilst on the Yangtze River in the central Hubei province near Wuhan. The vessel drifted some 2½ miles downstream before grounding close to the shore in a depth of 15m. The vessel was carrying 405 passengers, 5 representatives from local travel agencies and 48 crew when the accident happened. It was on a holiday cruise up the Yangtze and was proceeding to Chongqing from Nanjing to when it reportedly encountered a severe storm, which has been described as a typhoon. Heavy rain and winds battered the vessel and it capsized and sank within a matter

of minutes. Many of the passengers, described mainly as elderly Chinese tourists, were asleep at the time and had no warning of the approaching disaster. Only 12 of the people on board were immediately able to escape from the vessel, seven of whom swam to shore and raised the alarm. Both the Captain and the Chief Engineer are among the survivors and they reported that they did not have a chance to send a distress call or activate the alarm.

Local authorities dispatched rescue units and divers to the scene and 100 local fishing boats headed to the site to assist with search and rescue operations. More than 1,000 armed police officers were also dispatched to Hubei. Strong winds and rain have been hampering the rescue efforts making it difficult to locate any survivors. Rescue workers have been tapping on the hull to try to locate any survivors. Three other people have so far been recovered after rescuers cut through the vessel's upturned hull, one has since died. So far only 18 people have been confirmed as having died but the death toll is expected to be

considerable even though there remains a hope that some passengers may be surviving in air pockets. A crane barge has been requested to help right the overturned hull but the continuing bad weather is slowing the progress of the operation.

The vessel, which is 76.5m long and 11m wide, is owned by Chongqing Oriental Ferry Company and has a maximum carrying capacity was 534 people. The ship, which has undergone several refits, is certified by the China Classification Society and was designed and built by Chongqing Dongfeng Shipbuilding, a division of Sinotrans & CSC. The *Dong Fang Zhi Xing*, a river going vessel, would certainly have been designed to meet different conditions than those for sea going vessels. With the assumption that river vessels generally face calmer waters, safety regulations tend to be less rigorous and, since these vessels can also have a larger length-to-beam ratio, they can have a reduced stability margin when encountering strong winds or wave impact, both of which can be a factor on the Yangtze.



NEW CASUALTIES



Voyage Cherepovets to St. Petersburg,
Russia

Cargo 5,069 m/t of steel

Type of Casualty Allision with Lock No. 1
on the Volga-Baltic Sea Canal causing
damage to both the lock and the vessel.

Type of Claim Allision damage claim



Mar Mon ▴

Self-propelled barge, No other details

Date of Casualty 28 May 2015

Type of Casualty Collision with a yacht whilst
transiting the Maas near Heijlen in North-
Limburg causing the yacht to sink.

Type of Claim Collision damage claim



Mercy ▴

Hospital ship, IMO 7390454, Built 1976,
45,291 dwt

Date of Casualty 27 May 2015

Type of Casualty Allision with the Arizona
Memorial mooring dock at Pearl Harbour,
Honolulu, Hawaii causing damage to the
dock.

Type of Claim Allision damage claim

BBC Spring ▴

General cargo vessel with container capacity,
IMO 9418999, Built 2010, 16,523 dwt

Date of Casualty 21 May 2015 - Late
Notification

Voyage Houston, USA to Colon, Panama

Cargo General cargo

Type of Casualty Accident whilst discharging
a 130 foot luxury yacht in Port Colon.

Video of the moment the yacht fell onto
the deck whilst being lifted by the ship's
cranes can be viewed by clicking [here](#).

Type of Claim Cargo damage

P&I Swedish Club

Volgo-Don 5056

General cargo vessel, IMO 8937302, Built
1974, 5,000 dwt

Date of Casualty 27 May 2015

Further casualties overleaf ▶



Roose + Partners

NEW CASUALTIES - Continued - edition (114)

Type of Claim Possible General Average declaration
P&I UK Club



Schulpengat ▲

Passenger ro-ro, IMO 8802313, Built 1990, 1,215 dwt

Date of Casualty 29 May 2015

Type of Casualty Serious engine room fire whilst enroute from Texel, Netherlands. The vessel berthed at Dan Helder where the fire was extinguished.

Type of Claim Fire damage claim

Kapitan Varganov

Trawler, IMO 8714530, Built 1993, 572 dwt

Date of Casualty 29 May 2015

Voyage to Murmansk, Russia

Cargo 164 m/t of prawns

Type of Casualty Engine breakdown in the Barents Sea. Salvage tug *Atrija* was dispatched and towed the vessel into Murmansk.

Type of Claim Possible salvage type claim

Kapitan Shandrovskiy

General cargo vessel, IMO 7907192, Built 1981, 3,162 dwt

Date of Casualty 30 May 2015

Voyage Dzhebariki-Khaya to Verkhnevilyuisk, Russia

Cargo 2,806 m/t of hard coal

Type of Casualty Grounding on the River Aldan.

Type of Claim Possible hull damage and salvage type claim

Miss Natalie

Tug, Built 1980, 143 gt

Date of Casualty 30 Mat 2015

Type of Casualty Sinking on the Mississippi near Baton Rouge. One crew member died.

Type of Claim Total loss and loss of life claims



Rickmers Hamburg ▲/Jiang Shun 1318

Rickmers Hamburg - General cargo vessel with container capacity, IMO 9238818, Built 2002, 29,980 dwt

Jiang Shun 1318 - Self-propelled barge, No other details

Date of Casualty 30 May 2015

Voyage Tianjin, China for Kobe, Japan

Cargo No details

Type of Casualty Collision near Tianjin, China. The aft section of the barge was breached causing it to partially sink. One crew member on the barge died and one is missing.

Type of Claim Collision damage and loss of life claims

P&I Britannia / n/a

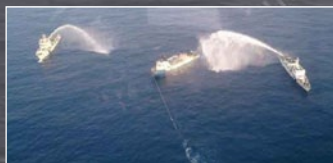
Down North ▼

Schooner, No other details

Date of Casualty 30 May 2015

Type of Casualty Sinking 37 km north west of Swinoujscie in the Baltic Sea. 12 of the crew were rescued but one man died.

Type of Claim Total loss claim



Vestfonn ▲

Support vessel, IMO 8211849, Built 1983, 2,362 dwt

Date of Casualty 31 May 2015

Type of Casualty Engine room fire 110nm west of Mumbai, India in the Arabian Sea. 28 crew members were evacuated and 5 remained on board. The vessel was brought under control and the vessel towed to Mumbai.

Type of Claim Fire damage claim

P&I Gard



Gisela ▲

Towboat, Built 1982, 180 gt

Date of Casualty 1 June 2015

Voyage No details

Cargo Gravel on the barge

Type of Casualty The *Gisela* and a barge struck a pillar on a stone bridge on the Danube near Regensburg whilst pushing a barge loaded with gravel. The *Gisela* suffered water ingress and required assistance to control the water levels. Divers are carrying out temporary repairs and patching the damage.

Type of Claim Hull damage and salvage type claim

COSCO Japan

Fully cellular container ship, IMO 9448748, Built 2010, 8,500 dwt

Date of Casualty 31 May 2015

Voyage Shanghai, Japan to Prince Rupert, Canada

Cargo General containerised cargo

Type of Casualty Engine problems causing the vessel to divert to Hakodate, Japan where she arrived earlier today.

Type of Claim Possible General Average declaration

P&I Gard



Lung Orawan 2 ▲

Tourist boat, No other details

Date of Casualty 1 June 2015

Type of Casualty Engine room fire prompting emergency response teams to assist the vessel and evacuate the 102 tourists it was carrying from Pattaya to Larn Island.

Type of Claim Fire damage claim

Courage

Vehicle carrier, IMO 8919922, Built 1991, 29,213 dwt

Date of Casualty 2 June 2015

Voyage Bremerhaven, Germany to Southampton, UK

Cargo Vehicles

Type of Casualty Fire on No. 10 car deck. The fire was reported to have been extinguished using the vessel's CO₂ system and the vessel has since anchored off Ryde where an assessment of the fire and damage will be undertaken.

Type of Claim Fire damage claim

P&I West of England

CASUALTY FOLLOW-UP



Norman Atlantic ▲ - editions 92, 93, 94, 99, &109 - the stern ramp of the burned out passenger ferry was opened at Bari on 1 June 2015 five months after the fire which lead to the confirmed death of 11 people and left 18 passengers unaccounted for. Technical investigations into the cause of the fire are expected to be completed within six months.



Lady M ▲ - edition 112 - was towed into by the salvage tug *Tsavliris Hellas*. The tanker, which was on a laden voyage from the Persian Gulf to the USA, suffered damage to her engine room after a fire. *Tsavliris Salvage* are assisting the vessel on LOF terms.

Dubai Energy - edition 113 - was refloated on 27 May 2015 assisted by tugs *Argentino I* and *Tumbador I*. The vessel proceeded after survey.



Ocean Line 208 ▲ - edition 113 - the Malaysian Maritime Enforcement Agency have instructed the owners of the barge to remove the wreck from its position off Tanjung Punggai immediately in order to clear the waterway.

Jian Qiang - edition 113 - remains aground off Sabine Pass. The vessel, which is reported as being in a stable condition, requires lightering before she can be refloated.

Purple Beach ▼ ▼ - edition 113 - the shipowners have declared General Average and have appointed **Stichling Hahn Hilbrich** of Hamburg as General Average Adjusters. The vessel was towed stern first into the Jade-Weser-Port in Wilhelmshaven on 1 June 2015



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