

### FEATURE CASUALTY

## Jindal Kamakshi

General cargo vessel, IMO 9528419, Built 2009, 9,107 dwt

**Date of Casualty** 21 June 2015

**Voyage** Kochi to Mundra, India

**Cargo** 248 containers of general cargo

**Type of Casualty** Water ingress and sinking

**Type of Claim** LOF Salvage claim with SCOPIC invoked

**P&I** North of England

In the late evening of 21 June, general cargo vessel *Jindal Kamakshi* issued a distress signal after the vessel had suffered a shift of containers, hull breach with resulting water ingress and had taken on a list of 20°. The vessel was in a position some 40 miles north of Mumbai and 15 nm off the Vasai coast in the Arabian sea when she encountered problems. The 20 strong

crew tried to control the water ingress and improve the vessel's stability and flooded a water ballast tank with the result that they were able to reduce the list to 8°. The Master also deployed the vessels anchors. Despite the crew's continuing efforts by 7am the following morning the vessel's situation had deteriorated and with the weather worsening the crew requested an emergency evacuation. All the crew, with the exception of the Ship's Master, were subsequently airlifted off the vessel by an Indian Navy Seaking 42C helicopter.

The Maritime Rescue Coordination Centre (MRCC) in Mumbai had received the initial distress call and immediately relayed this to the Western Naval Command (WNC) who dispatched the Seaking helicopter to conduct an aerial inspection. The destroyer *INS Mumbai* was also diverted to the site, arriving at 4am by which time the strong winds and large waves made it impossible to conduct a transfer of the crew to the destroyer. The Seaking helicopter was then sent again to the casualty to take off the crew and a Coast Guard Chetak helicopter subsequently rescued the Master.

It is thought that the hull breach may have been caused when some of the containers on board fell into

the water and in the turbulent seas struck and punctured the hull. There are also suggestions that the vessel had suffered a power blackout prior to the incident meaning that the vessel was unable to minimise the effects of the weather which may have led to the resulting failure of some of the container lashings.

Smit Singapore Pte Limited have been appointed to provide salvage assistance to the vessel under the terms of a Lloyds' Open Form of Salvage contract. The SCOPIC clause has been incorporated into the contract and invoked by the salvors. See edition 54 of the Casualty Newsletter (click [here](#)) for an explanation as to how the SCOPIC clause operates within the LOF contract. The vessel was subsequently towed to a safe location at Arnala 28.37 nm from Mumbai arriving at 1930 hours yesterday evening. Salvage operations continue.



### NEW CASUALTIES



#### Gran Bretagna

Ro-ro, IMO 9143702, Built 1999, 18,461 dwt

**Date of Casualty** 18 June 2015

**Voyage** Izmir, Turkey to Alexandria, Egypt

**Cargo** Cars

**Type of Casualty** Disabled and adrift in the Mediterranean, some 190 nm from Alexandria.

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

**P&I** Gard

#### Wan Dong Fang

Chemical tanker, No other details  
**Date of Casualty** 17 June 2015 - Late Notification

**Voyage** Taizhou to Hefei, China

**Cargo** 280 m/t of liquid sodium hydroxide

**Type of Casualty** Capsized and sank with the loss of two crew following a loss of stability whilst transiting the Yangtze River. The cargo was reported to be contained.

**Type of Claim** Hull damage, salvage and loss of life claims



#### Clara Campoamor

Tug, IMO 9338022, Built 2007, 3,050 dwt

**Date of Casualty** 17 June 2015 - Late Notification

**Type of Casualty** In collision with yacht 12 miles south east of Alicante causing serious damage to the yacht with hull breaches and water ingress. The yacht was later towed into Villa Joiosa by the rescue ship *Salvamar Polaris*.

**Type of Claim** Collision damage claim

**P&I** Britannia

#### SCF Khibiny

Crude oil tanker, IMO 9224453, Built 2002, 159,196 dwt

**Date of Casualty** 18 June 2015

**Voyage** Kavkaz, Russia to Pascagoula, USA

**Cargo** 151,387 m/t crude oil

**Type of Casualty** Ran aground in the Ahirkapi district, Marmara Sea near Istanbul whilst reportedly trying to anchor to collect supplies. Divers confirmed the vessel was resting on a sand and clay bottom and does not appear to be damaged. Coastal safety tugs (seven in all) and technical teams attended and the tanker was refloated on 20 June. She has since proceeded.

**Type of Claim** Salvage claim

**P&I** Skuld

#### Expert 1

Crane ship, IMO 9698408, Built 2014, 367 dwt

**Date of Casualty** 18 June 2015

**Type of Casualty** Grounding

whilst anchoring in Kavkaz, Russia. The forepeak was holed.

**Type of Claim** Hull damage and possible salvage type claim

**P&I** Shipowners Club

#### Saint Laurent

Passenger cruise ship, IMO 9213129, Built 2001, 200 dwt

**Date of Casualty** 18 June 2015

**Type of Casualty** Allision with the wall of the Eisenhower Lock in the Saint Lawrence Seaway in Massena, New York. Some 30 passengers were injured and the vessel sustained extensive damage to her bow with water ingress. The vessel, which was on passage from Montreal to Toronto, was carrying 274 passengers and crew.

Navigation on the Seaway was delayed with the closure of the Lock but it has since reopened. The vessel was pulled out of the Lock on 20 June and taken to Quebec City.

**Type of Claim** Allision damage and passenger claims

**P&I** Steamship Mutual



#### Alize

General cargo vessel, IMO 8519954, Built 1986, 1,400 dwt

**Date of Casualty** 18 June 2015

**Voyage** Kherson, Ukraine to Bandirma, Turkey

**Cargo** No details

**Type of Casualty** The vessel suffered a technical failure whilst transiting the Istanbul Strait and anchored to effect repairs. Her anchor caught

a cable on the seabed and Coastal Safety tugs attended and freed the anchor.

**Type of Claim** Possible salvage type claim/fine



#### Highland Prestige

Supply vessel, IMO 9364021, Built 2007, 4,993 dwt

**Date of Casualty** 19 June 2015

**Type of Claim** Disabled after and engine room fire but was able to regain propulsion.

**Type of Claim** Fire damage claim

**P&I** Shipowners Club

#### Link Star

Ro-ro, IMO 8805602, Built 1989, 4,453 dwt

**Date of Casualty** 20 June 2015

**Voyage** Swinoujscie, Poland to Fredericia, Denmark

**Cargo** No details

**Type of Casualty** Grounding off Aro, Denmark. The vessel was refloated by the Switzer tug *Thor*. After inspection she sailed to Fredericia.

**Type of Claim** Possible General Average declaration

**P&I** Gard

#### Barbarossa

IMO 9197765, Built 2000,

**Date of Casualty** 20 June 2015

**Voyage** Randers, Denmark to Bilbao, Spain

**Cargo** Iron

**Type of Casualty** Grounding in Randers Fjord causing a

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## NEW CASUALTIES - Continued - edition (117)

breach of the hull and water ingress. The vessel was refloated and proceeded to Grenaa where she unloaded her cargo before proceeding to Klaipeda for repairs.

**Type of Claim** Possible General Average declaration

**P&I** Gard



### Sea Prospect ▣

General cargo vessel with container capacity, IMO 9516143, Built 2012, 9,385 dwt

**Date of Casualty** 20 June 2015

**Voyage** Porto Empedocle, Italy to Grenaa, Denmark

**Cargo** No details

**Type of Casualty** Disabled and drifting into the English Channel, northwest of the Cotentin, in the Casquets traffic separation zone. French salvage tug *Abeille Liberté* was engaged and towed the vessel into Cherbourg.

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

**P&I** Gard



### Alur Barito ▣

Landing craft, No other details

**Date of Casualty** 20 June 2015

**Voyage** Unknown

**Cargo** 300 m/t of explosives

**Type of Casualty** Sinking following water ingress whilst transiting the Barito River, Borneo.

**Type of Claim** Total loss claim

### CMB Pauillac

Bulk carrier, IMO 9615183, Built 2012, 95,707 dwt

**Date of Casualty** 21 June 2015

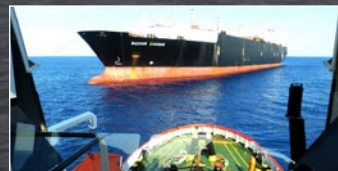
**Voyage** Immingham, UK to Murmansk, Russia

**Cargo** No details

**Type of Casualty** Disabled 70 nm north of Murmansk and drifting towards Vardo, Norway.

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

**P&I** West of England



### Bachir Chihani ▣

Liquefied natural gas tanker, IMO 7400675, Built 1979, 66,746 dwt

**Date of Casualty** 21 June 2015

**Voyage** Eregli Turkey to Arzew Algeria

**Cargo** In ballast

**Type of Casualty** Disabled and adrift in the Aegean sea east of Lesbos island. Two Vernicos owned tugs *Aegeon Pelagos* and *Alexander 3* were sent to assist the vessel and the vessel is reportedly being towed to Malta.

**Type of Claim** Possible salvage claim

**P&I** UK Club



### Tundra ▣

Bulker carrier, IMO 9415208, Built 2009, 30,892 dwt

**Date of Casualty** 21 June 2015

**Voyage** Wilson Hill, USA to Montreal, Canada

**Cargo** No details

**Type of Casualty** Ran aground on the St. Lawrence River near Hamilton Island, near Lancaster. The grounding forced the

closure of the waterway only a day after it had been reopened following the Saint Laurent incident in the Eisenhower Lock. The waterway has now reopened. The vessel, which has been refloated, was resting on soft sand and mud.

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

**P&I** UK Club



### Lac Manitoba ▣

Tug

**Date of Casualty** 22 June 2015

**Type of Casualty** Capsized on St. Lawrence River. Another unnamed tug also capsized later in the day. The accident was thought to be caused by the current in that part of the river, which as the video link shows, is extremely fast flowing in that area. [Click here](#) for video.

**Type of Claim** Salvage type claim



### Belo Horizonte ▣

Bulk carrier, IMO 9605645, Built 2012, 82,000 dwt

**Date of Casualty** 22 June 2015

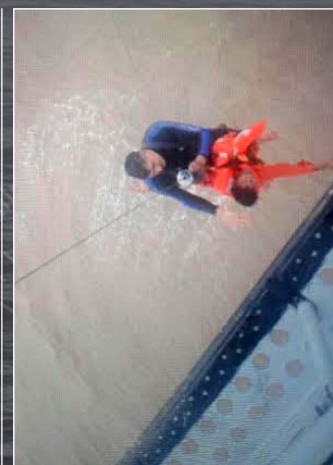
**Voyage** San Lorenzo, Argentina to UK

**Cargo** 50,400 m/t of BYP

**Type of Casualty** Grounding on Paraná river at the entrance of the Emilio Mitre Channel after a problem with her main engine. The vessel was refloated with the assistance of tugs *Ona Don Lorenzo* and *Diaguota*. She is now undergoing repairs.

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

**P&I** Gard



## LOF NEWS

Refer to Feature Casualty



### Navios Kypros ▣

Bulk carrier, IMO 9254721, Built 2003, 55,222 dwt

**Date of Casualty** 9 June 2015 - Late Notification

**Voyage** Xingang, China to Acajutla, El Salvador

**Cargo** Steel plates and chemicals

**Type of Casualty** Immobilised in the North Pacific. Tsaviris Salvage are providing assistance under the terms of the LOF Salvage contract. On 1 June the vessel was recorded as being adrift 560 nm south of the Aleutian Islands

**Type of Claim** LOF Salvage claim

**P&I** Gard

Access all our previous casualty newsletters here

### Coastal Pride ▣

General cargo vessel, IMO 9082051, Built 1994, 2,048 dwt

**Date of Casualty** 23 June 2015

**Voyage** Porbandar to Mumbai, India

**Cargo** Cement

**Type of Casualty** Loss of propulsion. The vessel anchored near Dahanu, India and requesting assistance but has since sunk.

**Type of Claim** Total loss claim and possible wreck removal

### Sofia

Bulk carrier, IMO 9472086, Built 2011, 56,899 dwt

**Date of Casualty** 23 June 2015

## CASUALTY FOLLOW-UP

**Sewol** - editions 57 & 113 - Salvage companies from the USA, China, Denmark, the Netherlands and Korea, have submitted bids for the multi-million dollar project to salvage a sunken ferry. A decision on the project is expected later in July.

**Millennium Time** - edition 70 - the MAIB has concluded that the vessel had steering problems which caused her to collide with the tug Redoubt on the Thames near Waterloo Bridge in July 2014 injuring nine tourists. The 69 year old mate of the vessel, who was at the helm at the time had thought the tug was turning towards them and reacted to late.

**Sea Falcon** - edition 103 - an HSE report has concluded that the operators of the vessel, which crashed into Apache's *Forties Echo* platform in the North Sea in March 2015 entered the exclusion zone around the platform at excessive speed.



**Sparviero** ▣ - edition 106 - the wreck of the fishing vessel which capsized off the coast of Civitanova Marche on 2 April has been raised and pulled into San Giorgio.

**Maersk Karachi** - editions 112, 113, 115 & 116 - work to discharge the containers

**Voyage** Paranagua to Santos, Brazil

**Cargo** No details

**Type of Casualty** Grounding following a mechanical failure. The vessel has since been refloated and is anchored in Paranagua outer roads.

**Type of Claim** Possible hull damage and General Average declaration

**P&I** The London Club

### Sunny Deck

Yacht, No other details

**Date of Casualty** 24 June 2015

**Type of Casualty** Fire and subsequent sinking south of Niue in the South Pacific.

**Type of Claim** Total loss claim

from the unaffected areas of the vessel began on 20 June 2015.

**Maersk Brooklyn** - edition 116 - was able to effect repairs and has since proceeded.



**Orkim Harmony** ▣ - edition 116 - the tanker was finally located 210 nm off Pulau Redang in Cambodian waters. The vessel's name had been amended to *Kim Harmon* to avoid detection. The Malaysian Maritime Enforcement Agency started negotiating with the pirates but they later fled aboard one of tanker's rescue boats. Eight pirates, with a history of similar offences, have been detained by Vietnamese authorities but five avoided capture. One of the crew was shot in the thigh during the initial attack but is reported safe. The cargo was left on board and the tanker was escorted to Kuantan port.

**Ocean 03** - edition 116 - The Legazpi authorities are demanding USD90,000 in compensation for damage caused to Denson Reef when the *Ocean 03* ran aground last week. The reef is a marine conservation area used by hook-and-line fishermen and covers an area of about 3 hectares. The vessel was departing the port having unloaded her cargo of rice.