

Roose + Partners

Casualty Newsletter 118

1st July 2015

FEATURE CASUALTY

STI Pimlico/Celestyal Crystal

STI Pimlico - Combined chemical and oil tanker, IMO 9686871 dwt, Built 2014, 38,734 dwt

Celestyal Crystal - Passenger cruise ship, IMO 7827213, Built 1980, 1,703 dwt

Date of Casualty 27 June 2015

Voyage Tuapse, Russia to Malta / Laurium, Greece to Istanbul, Turkey

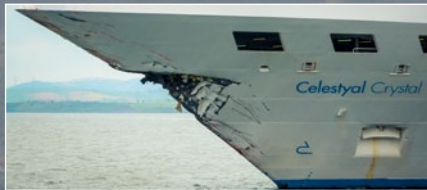
Cargo 30,099 m/t of naphtha / n/a

Type of Casualty Collision

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

P&I North of England / West of England

In the early hours of 27 June 2015, the combined chemical and oil tanker *STI Pimlico* was severely damaged in a collision with the passenger cruise ship *Celestyal Crystal* whilst transiting southbound near to the Gallipoli lighthouse in the Dardanelles Strait, which links the Aegean Sea with the Sea of Marmara. The 2014 built double-hulled tanker, which was en-route from Russia to Malta, was struck in her port side amidships. She was carrying a cargo of naphtha which is a refined, light product that is non persistent in the environment since it evaporates quickly. It can be however extremely volatile and flammable and there was some



concern for a potential explosion risk since the vessel's hull was breached and part of her cargo was spilled into the sea. She also took on water and developed a 15° list.

The crew took steps to shift the remaining cargo in the damaged port-side tanks to empty tanks on the starboard side of the vessel. Ballasting operations have also been undertaken to create a starboard list with a view to preventing any further loss of product into the sea. Some 1,500 m/t of the cargo is estimated to have been lost. The tanker was towed by Coastal Safety tugs to the Sevketiye Lapseki district where she remains at anchor. Cooling operations are being carried out on the main deck and around the damaged area to prevent any fire/explosion risk. Three Coastal Safety tugs are in attendance and a pilot is on board. Detailed damage assessment surveys have commenced by Hull & Machinery and P&I surveyors.

The cruise ship had departed from Laurium for Istanbul and was carrying 853 passengers and some 382 crew. She suffered damage to her forecastle deck upper section and starboard bow with heavy deformation but there was no water ingress. In the afternoon of 28 June the passengers were evacuated from the cruise ship to the *Conbayiri* and the hydrofoil *Alinteri-9*.

The passengers were taken to Gallipoli and then bused to Istanbul. Two crew members and a passenger suffered minor injuries. The vessel remains at the Gellibolu bay anchorage where she is also undergoing damage assessment.

NEW CASUALTIES

Volgo-Don 5075

General cargo vessel, IMO 8874031, Built 1978, 5,000 dwt

Date of Casualty 23 June 2015 - Late Notification

Voyage St Petersburg, Russia to unknown destination

Cargo No details

Type of Casualty Allision with a lock gate on the Volgo-Moscow Canal causing damage to the vessel and the lock gate.

Type of Claim Allision damage claim

P&I Standard Club

Harley Davidson 1

Ferry, IMO 7829259, Built

Date of Casualty 23 June 2015 - Late Notification

Type of Casualty Water ingress and sinking in the port of Pärnu, Finland near the AS Pärnu Shipyard. The vessel had only recently been returned



to the water after being overhauled.

Type of Claim Hull damage and salvage type claim



Anton

Self-propelled barge, No other details

Date of Casualty 24 June 2015

Voyage Minden to Bremen, Germany

Cargo 1,400 m/t of gravel

Type of Casualty Water ingress and partial sinking

Type of Claim Hull damage claim



North Star

General cargo vessel, IMO 7811410, Built 1979, 3,024 dwt

Date of Casualty 24 June 2015

Voyage Saraylar, Turkey to Stavros, Greece

Cargo 2,500 m/t of marble blocks

Type of Casualty Grounding at the south coast of Bozcaada island following a steering gear failure. Coastal safety fast rescue boats and technical teams attended and the vessel was refloated reportedly under the terms of a Turkish Open Form salvage agreement.

Type of Claim Possible hull damage, Salvage claim and possible General Average declaration

Sylvarnes

Ferry, IMO 9219563, Built 2000, 100 gt

Date of Casualty 25 June 2015

Type of Casualty Collided with a yacht at the Fugleskjærs Quay in Florø. The yacht was severely damaged and sank at the berth. Two other boats



Further casualties overleaf

LOF CASES

During the second quarter of 2015 a further 11 LOF Salvage Contracts have been reported to Lloyd's Salvage Arbitration Branch as being agreed. This brings the total for the year to date to 27. A list of the vessels assisted so far this year is detailed below:

	Vessel
April	Sea-Land Meteor
	Cap San Lorenzo
	Sorrento
	JS Danube
May	Skopelos
	Troll Solution
	Lady M
	My Sensation IV
June	Navios Kypros
	Mariposa
	Jindal Kamakshi

suffered some damage. No one was injured.

Type of Claim Collision damage claim



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NEW CASUALTIES - Continued - edition (118)

Singapore Bulker

Bulk carrier, IMO 9599901, Built 2012, 57,081 dwt

Date of Casualty 25 June 2015

Voyage Santos, Brazil to Kutubdia, Bangladesh

Cargo 54,490 metric tonnes of raw sugar

Type of Casualty Grounding 45 nm south of Chittagong, Bay of Bengal. The vessel refloated by its own means and proceeded.

Type of Claim Possible hull damage

P&I West of England

Great Amity

Bulk carrier, IMO 9291078, Built 2004, 56,050 dwt

Date of Casualty 25 June 2015

Voyage San Lorenzo, Argentina to Rio Grande

Cargo 42,273 m/t of Maize

Type of Casualty Grounding on the Paraná River near Ramallo, Argentina. The vessel was refloated on 27 June.

Type of Claim Possible General Average declaration

P&I Swedish Club



Feng Shun No.3

Fishing vessel, IMO 8617835, Built 2014, 500 dwt

Date of Casualty 26 June 2015

Type of Casualty Grounded off the Gando Peninsula, Gran Canaria. The 37 strong crew abandoned ship fearing the vessel would heel over. The Master and Chief Engineer remained on board but were later taken off by helicopter. The vessel was later refloated and towed into Las Palmas by a Coast Guard tug on 27 June.

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



Bold Tern

Support vessel, IMO 9583794, Built 2013, 9,033 dwt

Date of Casualty 26 June 2015

Type of Casualty Fire whilst in Esbjerg. Tugs with fire-fighting capabilities and the local fire department assisted in extinguishing the fire.

Type of Claim Fire damage and possible salvage type claim

P&I Skuld

Celtica Hav

General cargo with container capacity, IMO 8422022, Built 1984, 1,720 dwt

Date of Casualty 26 June 2015

Voyage Aberdeen, UK to Hamburg, Germany

Cargo Malted barley

Type of Casualty Fire in the cargo hold. The vessel returned to Aberdeen with its hatch covers sealed and fire crews attended.

Type of Claim Fire damage claim, possible General Average declaration

P&I Gard

Kruzenshtern

Training ship, IMO 6822979, Built 1926, 1,645 dwt

Date of Casualty 27 June 2015

Type of Casualty Ran aground while entering the port of Archangel. The vessel refloated without assistance. Readers may recall this vessel was involved in a collision recently - see edition 116.

Type of Claim Possible hull damage



Renate/Coburg

Renate - Passenger ship, No other details

Coburg - Self-propelled barge, No other details

Date of Casualty 28 June 2015

Type of Casualty Collision on the Main-Danube-Canal. 23 of the 291 passengers on board the river cruise ship were injured, one seriously. The *Coburg*, which was able to proceed, ran into the stern of the *Renate* after the Gornsdorf lock gates were opened causing significant stern damage.

Type of Claim Collision damage and passenger claims



P.O. Senior

Fishing vessel, No other details

Date of Casualty 28 June 2015

Type of Casualty Fire whilst at the Gjerde Port at Giske.

Type of Claim Fire damage claim



Kvitbjorn

Ro-ro, IMO 9642564, Built 2015, 3,900 dwt

Date of Casualty 28 June 2015

Voyage Bergen to Ulsteinvik and other ports in Norway

Cargo General cargo

Type of Casualty Grounded near Aalesund. The vessel was refloated with assistance the same day and was later towed to a dry-dock in Ulsteinvik. A replacement vessel will carry cargo to destination.

Type of Claim Possible hull damage and salvage type claim

P&I Skuld



Sunnanvik

Bulk carrier, IMO 7633375, Built 1978, 9,060 dwt

Date of Casualty 29 June 2015

Voyage Slite to Umea, Sweden

Cargo 2,500 m/t of cement

Type of Casualty The vessel ran hard aground at Lillbadans lighthouse outside Holmsund, Sweden. One of her ballast tanks was damaged and she was taking on water but cargo spaces were unaffected.

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

P&I Standard Club



Navigator Aries/Leo Perdana

Navigator Aries - Liquid petroleum gas carrier, IMO 9403762, Built 2008, 23333 dwt

Leo Perdana - Fully cellular containership, IMO 9363390, Built 2007, 33423 dwt

Date of Casualty 29 June 2015

Voyage Dermaga Gospier to Pelabuhan Kalbut / to Surabaya

Cargo LNG / General containerised cargo

Type of Casualty Collision 20 nm north of Surabaya. The tanker was struck in way of her port side and her hull suffered a 5 metre breach and there was a fire which was quickly extinguished.

Type of Claim Collision damage claim

P&I Standard Club / UK Club

Meratus Sumbawa 1

General cargo with container capacity, IMO 8712207, Built 1990, 3,000 dwt

Date of Casualty 30 June 2015

Voyage Maumere to Surabaya, Indonesia

Cargo No details

Type of Casualty Fire in the engine room whilst off Karang Jamuang, Indonesia some 20 nm north of Surabaya. The fire spread and engulfed the vessel. All crew were safely evacuated.

Type of Claim Fire damage claim

P&I Shipowners Club

Ibrahim Konan

General cargo vessel, IMO 9306328, Built 2006, 7,618 dwt

Date of Casualty 1 July 2015

Voyage Novorossiysk, Russia to Abu Qir, Egypt

Cargo 6,600 m/t of ammonium sulphate

Type of Casualty Ran aground in the Canakkale Strait near Eceabat, Turkey following a technical problem. Coastal safety tugs are in attendance.

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

P&I Unknown

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

CASUALTY FOLLOW-UP

Sea Breeze - edition 80, 81, 111 & 112 - the MAIB has found that a defective valve actuator gearbox on a sea water-isolating valve in the ballast system caused the flooding of the *Sea Breeze* off the coast of Cornwall in March 2014 leading to a major rescue operation and a salvage claim. The vessel was subsequently abandoned by its owners and put up for sale.

Amadeo - editions - 74, 75, 76, 82 & 107 - the buckling stage of the salvage operation commenced on 24 June.

Once the wreck has been brought to an upright position, the remaining cargo will be removed and repairs to the breached starboard side of the ship will be carried out and the ballast tanks will be pressurized.

Maersk Karachi - editions 112, 113, 115, 116 & 117 - work to disposal of the contaminated extinguishing water has commenced. It is estimated some 12,000

Five vessels lost during storms in the Bohai Sea - 29 June 2015

Guo Linag 7 - General cargo vessel - water ingress and sinking 25 miles east of Jingtang port. The crew abandoned the vessel and were rescued.

Yu Xin Huo 13396 - Sank 67 miles northwest of Dalian. All the crew were rescued.



Jiang Hang 99 - Water ingress and sinking 30 miles southwest of Bayuquan port. The crew abandoned the vessel and were rescued.

Jiang Shun 299 - Dredger - took on water east of Jingtang port

Cheng Tong 7 - Dredger sank 40 miles northeast of Jingtang port

tons have to be disposed of. Some 1,000 tons of cleaning fluids will first be removed from the surface of the water and then the remaining water which is contaminated with dioxine is to be transferred onto a bunker ship and taken to Denmark. The 150 containers in the cargo hold will then be unloaded.

Purple Beach - editions 114, 115 & 116 - the vessel is presently being decontaminated of the toxic residues deposited on the superstructure and accommodation following the fire. Once completed the next step will be the removal of the extinguishing water from holds No. 1, 2 and 3 followed by disposal of fire damaged cargo ex hold No. 3.

Jindal Kamakshi - edition 117 - has anchored in Mumbai Harbour. Surveyors are carrying out an assessment of the vessel's stability and inspection of the hull.