

FEATURE CASUALTY

Wonderful Stars

Ro-ro, IMO7903809, Built 1979, 480 dwt

Date of Casualty 15 August 2015

Voyage Cebu to Leyte, Philippines

Cargo General and passengers

Type of Casualty Fire

Type of Claim Fire damage claim

Today we feature yet another fire on a roll on roll off passenger ferry which has led to the vessel suffering severe damage. Fortunately, despite the fierce fire, it appears those on board escaped without serious injury with only three reported to have suffered minor injuries.

In the early hours of 15 August the ferry *Wonderful Stars* caught fire shortly after arriving at Ormoc Port in Leyte, Philippines. The vessel was carrying over 600 people on board when fire erupted and quickly spread throughout the vessel. As flames and thick black smoke rapidly engulfed the two storey ferry the 544 passengers scrambled to escape leaving their personal belongings and cargo on board. Most were able to disembark onto the quay but a few were seen jumping from the deck of the ferry into the water. Fire-fighters rushed to the port and tried to contain the blaze but it was still burning several hours later. It was finally brought under control at around 12 o'clock (local time) at the owners reported the fire out at 6.30 in the evening. [Click here](#) for video.



There were some 59 crew on board at the time and the Philippine authorities will interview all of them as part of their investigation into the cause of the fire. Conflicting reports suggested that the fire had its seat in the engine room or cargo area but there were also suggestions that it may have started in the crew accommodation which is the preliminary conclusion of the Philippine Coast Guard investigators. The Government has requested a full investigation into the fire. There are real concerns about what would have happened had the vessel been in open water rather than 'safely' moored.

As well as passengers personal effects and some cargo, the ferry was carrying 23 vehicles and only five were unaffected by the blaze. The damage to the vessel, which is owned by Roble Shipping Lines, is estimated to be in the region of USD1.75million with passengers' losing property valued at USD433,000. Owners had been pressing for an immediate agreement to tow the vessel from the port expressing concern that the vessel still contains about 10,000 litres of fuel. With bad weather forecast there was a potential for further damage to the vessel and a possible loss of the fuel into the sea. Investigators were concerned that if the vessel was moved it would hamper their investigation and there was the added risk that she could be lost whilst en route. Despite this the Coast Guard and Port Authority recommended the vessel was removed and yesterday evening she was towed back to the owner's shipyard in Cebu City. She is likely to be sold for scrap since the damage is too severe to repair. She is reported to be insured for USD1.4million.



NEW CASUALTIES

Wilson Cardiff/Frigga

Wilson Cardiff - General cargo with container capacity, IMO 9125073, Built 1997, 4,444 dwt

Frigga - General cargo with container capacity, IMO 9114701, Built 1994, 4,216 dwt

Date of Casualty 10 August - Late Notification

Voyage Rosyth, UK to Riga, Latvia / Muuga, Estonia to Riga

Cargo General containerised cargo

Type of Casualty Collision at Riga. The *Frigga*, which was at anchor when she was struck, sustained serious damage to her shell plating, deck, hatch coamings and hatch covers.

Type of Claim Collision damage claim

P&I Skuld / Lodestar Marine



Jia Ying 6

General cargo vessel, No IMO or build date, 496 gt

Date of Casualty 11 August 2015 - Late Notification

Voyage Dinghai to Shanghai, China

Cargo No details

Type of Casualty Sank off Yangshan, Shanghai in poor weather. One crew member was lost.

Type of Claim Total loss and loss of life claims

Merry Star

Fully cellular containership, IMO 9128324, Built 1996, 5,918 dwt

Date of Casualty 11 August 2015 - Late Notification

Voyage Hakata, Japan to Busan, Korea

Cargo General containerised cargo

Type of Casualty Ran aground off

Hakata upon Kyushu Island in the Tsushima Strait leading to a loss of fuel oil from the vessel and the main engine being submerged. A lightering tanker was dispatched from Hakata to assist in the salvage operation.

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

P&I Korea Shipowners



Victor Chertkov

General cargo with container capacity, IMO 8502066, Built 1991, 7,148 dwt

Date of Casualty 11 August 2015

Voyage Petropavlovsk-Kamchatskiy, Russia to

Cargo No details

Type of Casualty Engine room fire whilst in Avacha Bay. The fire was extinguished using the vessel's carbon dioxide system. The vessel returned to Petropavlovsk-Kamchatskiy for damage assessment.

Type of Claim Fire damage claim



Dong Fang 09

Bulk carrier, No IMO or build date, 11,000 dwt

Date of Casualty 12 August 2015

Voyage To Fuzhou, China

Cargo No details

Type of Casualty Ran aground close to

the Minjiang river estuary near Fuzhou. Salvage efforts were underway but lightering was required.

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

P&I No details

Kavevinja

Self-propelled barge, Built 1960, 1,468 ts

Date of Casualty 12 August 2015

Voyage Emden to Rendsburg, Germany

Cargo Concrete parts for wind parks

Type of Casualty Allision with the Altenhrein railway bridge on the Dortmund-Ems-Canal causing severe damage to the wheel house.

Type of Claim Allision damage claim



Here and Now

Yacht, No other details

Date of Casualty 13 August 2015

Type of Casualty Fire whilst off Lymington. In 1963 the yacht featured in a chase in the James Bond film *From Russia with Love*. It also triumphed in the 1962 Cowes Torquay Powerboat Race.

Type of Claim Fire damage claim

Sukran C

Combined chemical and oil tanker, IMO 9280196, Built 2004, 3,900 dwt

Date of Casualty 13 August 2015

Voyage Eregli to Yarimeca, Turkey

Cargo No details

Type of Casualty Engine failure and loss of manoeuvring capacity in

NEW CASUALTIES - Continued - edition 125

TIANJIN EXPLOSION & DANGEROUS CARGOS

As well as raising concerns as to the storage of dangerous cargos near large population areas, the explosion in Tianjin this week also highlights the risks in the transportation and storage of these products and the potential threat they pose to onshore storage facilities or to the vessels carrying these cargos and of course the financial implications for insurers.

Over the course of the last few months we have reported in the Casualty Newsletter on a number of explosions and fires on board containerships; *Maersk Seoul*, *Kamala*, *Maersk Londrina* and *Hanjin Green Earth* to name but a few. All of these have led to a considerable loss of cargo and a liability for property interests in respect of claims for salvage assistance as well as the almost inevitable General Average declaration from the owners of these vessels. Such casualties are not new of course; we can look as far back as the *Hanjin Pennsylvania* explosion in 1997 and more recently to the *MSC Flaminia* in 2012 as good examples of the potential exposure facing insurers of property on these vessels, with the General Average contributions and losses reaching up to and above 100% of values. It is worrying however that such incidents appear to be on the increase.

The International Union of Marine Insurance (IUMI) has pointed towards the trend for bigger containerships as being a driving factor in the continued growth of freight handling and storage facilities and has expressed concerns regarding the value of the goods in these facilities and the potential exposures facing insurers arising from single

incidents. Calculating risks and adequate insurance premiums in a fiercely competitive industry is an increasing challenge for insurers. From a legal perspective there are also the challenges of identifying the party at fault in these fire/explosion cases, determining whether the goods were properly declared by the shipper or stored correctly by the carrier and, of course, there is the ultimate question as to whether the party at fault has assets or insurance which are adequate to satisfy claimants' losses.

Losses in the Tianjin explosion and determining liability will take some while to be determined in full. In excess of 10,000 new vehicles with an estimated value of USD300million are thought to have been destroyed. There is extensive damage to many of the storage facilities and sites and very obvious damage to many containers which may or may not have been empty. Maersk Line have said their facility has suffered only minor damage. Two depots operated by Singamas Logistics have been severely damaged according to some reports although the company have been unable to access the area to confirm this. Operations at the port have more or less returned to normal albeit with the inevitable delays. However we understand the Tianjin Municipal Transport Commission has issued notice to Tianjin Port to cease handling tankers and container ships carrying hazardous substances. Most tanker operations in the port have stopped and container ships with hazardous goods on board are currently unable to berth and discharge.



Marmara. The vessel was towed to a safe anchorage.

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

P&I Standard Club

Um Alkhair

General cargo vessel, IMO 8010946, Built 1980, 2,996 dwt

Date of Casualty 14 August 2014

Voyage None

Cargo None

Type of Casualty Fire whilst anchored at Tawfiq port anchorage, Suez. Tugs attended and brought the fire under control.

Type of Claim Fire damage claim



Dharma Kencana II

Passenger ro-ro, IMO 9040467, Built 1992, 600 dwt

Date of Casualty 15 August 2015

Type of Casualty Ran aground near Batu Layang, Kalimantan, Indonesia. The 873 passengers on-board have been evacuated

Type of Claim Possible hull damage and salvage claim



CSL Rhine

Bulk carrier, IMO 8008450, Built 1983, 10,110 dwt

Date of Casualty 15 August 2015

Voyage Eikfjet, Norway to Copenhagen, Denmark

Cargo No details

Type of Casualty Allision with a quay at Copenhagen port. The vessel sustained a hole in a fresh water tanks.

Type of Claim Allision damage claim

P&I Britannia



Sava

General cargo vessel, IMO 8420103, Built 1985, 2,285 dwt

Date of Casualty 16 August 2015

Voyage Varna, Bulgaria to Gemlik, Turkey

Cargo Glass

Type of Casualty Mechanical failure whilst

LOF NEWS

Fair Afrodit

Product tanker, IMO 9447419, Built 2008, 12,756 dwt

Date of Casualty 15 August 2015

Voyage Lagos, Nigeria to Lome, Togo

Cargo None

Type of Casualty Explosion in a cargo tank whilst at anchor off Lome, Togo. Tsaviliris Salvage have been engaged on LOF terms and SCOPIIC has been invoked.

Type of Claim Fire damage and LOF Salvage claim

P&I Gard

Focomar - edition 124 - is under tow to Dubai for repairs by the tug *Mubarak Challenger*. The services are being performed by Megatugs under an LOF Salvage contract. The vessel's 24 crew members have been evacuated from Salmah Island and are being taken Djibouti. The bulk carrier was carrying a cargo of phosphate from Aqaba, Jordan to Indonesia.

transiting the Bosphorus. The vessel anchored to effect repairs

Type of Claim Possible General Average declaration

A Rosa Aqua/Marjo R

A Rosa Aqua - River cruise ship, IMO9524176, Built 2009, 3,600 gt

Marjo R - Self-propelled barge, Built 1959

Voyage Amsterdam, Netherlands to Basel, Switzerland / No details

Cargo n/a / Corn

Date of Casualty 17 August 2015

Type of Casualty Allision on the Rhine near Düsseldorf. Both vessels suffered significant bow damage and the barge needed pumps to control water ingress. A number of passengers on the cruise ship were injured.

Type of Claim Allision damage claim



Vlij

Ferry, No other details

Date of Casualty 17 August 2015

Type of Casualty Allided with a pier at the Industry Way in Krimpen upon IJssel. The ferry was damaged and a passenger was injured.

Type of Claim Allision damage claim and passenger claim

CASUALTY FOLLOW-UP



Purple Beach - editions 114, 115, 116 & 118 - has been towed from the quay in the Jade-Weser-Port to the berth of Rhenus Midgard at the Braunschweig Quay in Wilhelmshaven. The next phase will see the decontamination and cleaning of ship's holds once the cargo has been removed.

Sewol - editions - 57, 113, 117, 120 & 123 - operations to mobilise craft and equipment to the site of the sunken ferry have commenced. The consortium led by Shanghai Salvage, with their Korean partner Ocean C&I, expect the salvage efforts to last about a year.

Hai Truong 36 - 119 & 120 - the general cargo vessel which grounded off Binh Thuan Province, Vietnam in early July with some 3,000 m/t of rice in bags has been successfully refloated after lightering of half the cargo. The vessel was then towed to Vung Tau where she discharged the remaining cargo. She is now undergoing repairs.

Kamala - editions 120 & 121 - has discharged all sound and damaged containers at Busan and is now at the Busan anchorage and is under arrest by cargo interests seeking security for their losses following the fire.

Sun Flower Daisetsu - edition 123 - reports advise that the fire on board the passenger ro-ro was fully extinguished on 10 August. The fire was finally extinguished with the use of carbon dioxide. The damaged vessel will be towed to Muroran in Hokkaido so the Japan Transport Safety Board can carry out a full inspection to determine the cause of the fire.

Sveti Apostel Andrey - RB 763 - edition 124 - was refloated in the afternoon of 12 August 2015 after a crane had lightened part of her cargo. She has since proceeded.

