

### FEATURE CASUALTY

## El Condor Pas

Bulk carrier, IMO 9234202, Built 2001, 33,476 dwt

**Date of Casualty** 9 September 2015

**Voyage** Lindo, Denmark to Samsun, Turkey

**Cargo** 29,100 m/t of steel products

**Type of Casualty** Grounding

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

**P&I** UK Club

At 5 a.m. this morning the bulk carrier El Condor Pass ran aground at Umuryeri point, Turkey. The 2001 built vessel was passing through the Bosphorus from the Marmara Sea and proceeding in a northerly direction, when she grounded in the shallows, despite receiving warnings from the Istanbul Vessel Traffic Service that the vessel was not adhering to the marked buoys. She was understood to have been carrying out a turning manoeuvre and did not have a pilot on board. The El Condor Pass, which was laden with steel products, was en route to the port of Samsun on the Turkish Black Sea coast. The same vessel suffered engine failure while transiting the Kiel Canal on 30 July and was towed to Kiel, where she was detained by port state control after they found 23 deficiencies.

Coastal Safety fast rescue boats, tugs and a technical team were dispatched to the grounding location. The vessel remains aground and is likely to require some form of salvage assistance although she is not thought at this stage to have suffered any leaks. Traffic using the Strait has not been affected although the area of the grounding has been declared a restricted zone.



The area of the grounding is of course part of the Turkish Straits which feature heavily in our Newsletters. The Straits, comprising of the Istanbul Strait, the Marmara Sea and the Canakkale Strait are 164nm in length and it is estimated that in excess of 150 vessels per day transit the waterway. The State sponsored Coastal Safety tugs have a monopoly in the area with their mission to assist and improve the safety of navigation in the Straits. This monopoly can leave shipowners with few options when problems are encountered in the Straits especially when it comes to choosing appropriate salvage assistance. The Turkish salvors tend to use the Turkish Open Form (LOF) when carrying out their services, although they are free to use Lloyd's Open Form, but they can also submit claims under common law where no agreement to services has been made. Turkey finally acceded to the 1989 Salvage Convention in June 2014 and its provisions entered into force in June 2015 although before Turkey's accession the provisions became part of the Turkish municipal law under the Turkish Commercial Code No. 6102 which entered into force in July 2012.

### NEW CASUALTIES



#### Virginia G

Product tanker, IMO 8135681, Built 1982, 1,390 dwt

**Date of Casualty** 30 August 2015 - Late Notification

**Voyage** n/a

**Cargo** None

**Type of Casualty** Grounded during stormy weather at the los Mbao beach, Senegal. The vessel had been moored behind Goree Island whilst negotiating with a local company to carry out repairs. Police had to be called in when looters began stealing from the vessel.

**Type of Claim** Hull damage claim

#### Zhe Pu 01833

General cargo vessel, Built 2014, 2,000 dwt

**Date of Casualty** 3 September 2015

**Voyage** Taizhou to Ningbo-Zhoushan, China

**Cargo** 300 m/t of cement in bulk

**Type of Casualty** Experienced an engine failure and ran aground on a reef near Taohua Dao, south of Zhoushan. The vessel's hull was breached and attempts to control the subsequent water ingress were unsuccessful leading to the crew evacuating the vessel. The vessel later sank.

**Type of Claim** Total loss claims

#### Svetoslava

General cargo vessel, IMO8863343, Built 1971, 4,903 dwt

**Date of Casualty** 3 September 2015

**Voyage** Azov to Rostov, Russia

**Cargo** Grain

**Type of Casualty** Ran aground near the port of Azov. The vessel was

trying to avoid a collision with another vessel and in reducing speed was pushed aground by the current. Tugs were called to assist the vessel but she refloated independently on 7 September after water levels rose.

**Type of Claim** Possible hull damage claim



#### Big Spender

Yacht, No other details

**Date of Casualty** 4 September 2015

**Type of Casualty** Capsized in heavy weather 40 miles off Scheveningen. The vessel righted itself but suffered considerable damage. The Coastguard rescued the two crew from the yacht which was later towed into Rotterdam.

**Type of Claim** Damage claim

#### Caledonian

Fishing vessel, IMO 7366257, Built 1975, 260 gt

**Date of Casualty** 5 September 2015

**Type of Casualty** Sank off the west coast of Vancouver Island, Canada with the loss of three of her four crew. The crew were hauling in their nets when the vessel began to list and then capsized.

**Type of Claim** Total loss and loss of life claims

**P&I** Shipowners Club



Further casualties overleaf

#### Frisian Lady

General cargo with container capacity, IMO 9246906, Built 2002, 4,684 dwt

**Date of Casualty** 6 September 2015

**Voyage** Klaipeda, Lithuania to Papeburg, Germany

**Cargo** No details

**Type of Casualty** Allision with two dolphins whilst entering the port of Papeburg. The vessel sustained a breach above the water line and the dolphins were damaged.

**Type of Claim** Allision damage claim

**P&I** Britannia

#### Polarstjerna F-20-H

Shrimper, No other details

**Date of Casualty** 5 September 2015

**Type of Casualty** Disabled following an engine room fire. The vessel was taken in tow to the shore and berthed in Honningsvåg.

**Type of Claim** Fire damage and possible salvage claim

#### Ninh Thuan 16

Ferry, IMO 9023897, Built 2000, 143 dwt

**Date of Casualty** 5 September 2015

**Type of Casualty** Ran aground on a reef off Phu Quy in Phan Thiet, Vietnam. 150 passengers on board were safely evacuated. The vessel was refloated the following day after lightering some of her cargo. She had sustained a large breach in her hull.

**Type of Claim** Hull damage claim



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NEW CASUALTIES - Continued - edition 128

## CASUALTY FOLLOW-UP



**Samskip Akrafell** - editions 77, 78 & 79 - which was the subject of salvage services in September 2014 after she grounded off Iceland is being broken up in Esbjerg.

**Sinaran Andaman** - edition 119 - part of the cargo ship which grounded off Koh Hey on 8 July will be used to create an artificial coral reef. The bow section of the ship has been carried by balloon tanks to a spot 400 metres off the east coast of Koh Racha where it was sunk at a depth of 30 metres. Authorities hope the remains will become a dive site for marine tourists. The aft section has been sent for scrapping.

## Dolphine

Charter Fishing Boat. No other details  
**Date of Casualty** 6 September 2015  
**Type of Casualty** Capsized off Chujado island. The vessel was carrying tourists who had chartered the vessel for deep sea fishing. Three people were rescued but at least ten are confirmed dead with others missing presumed dead.

**Type of Claim** Damage and loss of life claims

## Rania H.

General cargo with container capacity, IMO 9002128, Built 1991, 4,502

**Highspeed 5** - edition 104 - the ferry which was damaged by fire in March this year has finally departed the Drapetsona Bay in Piraeus for repairs in Trieste under tow of the tug *Apollon*.

**Tianjin Explosion** - edition 125 - reinsurance specialist Guy Carpenter & Company has reported that the explosions in the Chinese port could be in the order of USD3.3 billion, which is nearly double previous estimates. The company has used high definition satellite images to evaluate how buildings, cargo, containers and property around the port were affected by the blasts.

**Mineral Faith** - edition 127 - an inspection revealed the vessel had sustained a small opening in her hull following the grounding on the Suez Canal. Repairs have now been completed and the vessel has proceeded to destination.

**CS Jaden** - edition 127 - was moved from Turkeli anchorage to Istanbul Ahirkapi under escort of Coastal Safety tugs yesterday. The Paros Wind has carried out temporary repairs and was granted permission to depart by the local authorities.



**Date of Casualty** 6 September 2015  
**Voyage** Constanta, Romania to Bandirma, Turkey

**Cargo** Laden, no details

**Type of Casualty** Mechanical failure whilst transiting the Bosphorus. The vessel

remains anchored trying to effect repairs.

**Type of Claim** Possible General Average declaration

**P&I** Lodestar Marine



## VF Tanker 7

Products tanker, IMO 9640554, Built 2012, 7,036 dwt

**Date of Casualty** 6 September 2015

**Voyage** Kavkaz to Volgograd, Russia

**Cargo** In ballast

**Type of Casualty** Allided with the wall of lock 13 on the Volga-Don-Canal during berthing manoeuvres.

**Type of Claim** Allision damage claim

## Felis

Tug, IMO 7208613, Built 1972, 199 dwt

**Date of Casualty** 6 September 2015

**Type of Casualty** Ran aground whilst en route to Esbjerg. The vessel refloated on the high tide and proceeded to Esbjerg where she is undergoing an inspection.

**Type of Claim** Possible hull damage claim

**P&I** Lodestar Marine

## Aure

Ro-ro, IMO 6523975, Built 1965, 338 gt

**Date of Casualty** 7 September 2015

**Type of Casualty** Ran aground in Sálásundet. The vessel refloated the same day and proceeded to Kanestraum to unload cargo. She has since proceeded to a yard in Kristiansund for repairs.

**Type of Claim** Hull damage claim



## Barzan

Fully cellular containership, IMO 9708851, Built 2015, 194,000 dwt

**Date of Casualty** 7 September 2015

**Voyage** Port Klang, Malaysia to Rotterdam, Netherlands and Felixstowe, UK

**Cargo** General containerised cargo

**Type of Casualty** Fire whilst off Cape Finisterre. The fire was extinguished and the vessel has continued her voyage. The vessel has a capacity of 18,691 teu.

**Type of Claim** Fire damage claim, possible cargo damage

**P&I** North of England

## Sourire

Yacht, Built 1965

**Date of Casualty** 7 September 2015

**Type of Casualty** Adrift and sinking west of the Pointe de Grave, Gironde, France. The crew were rescued by the ferry *Cap Finistère* which had headed to the yacht's position after receiving the distress notice. Efforts to locate the vessel since have proved fruitless and she is presumed to have sunk.

**Type of Claim** Total loss claim

## Carnival Liberty

Passenger cruise, IMO 9278181, Built 2005, 13,294 dwt

**Date of Casualty** 7 September 2015

**Type of Casualty** Engine room fire whilst at St. Thomas causing the operators to abandon the cruise. The vessel had 3,346 guests and 1,150 crew on board.

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

**P&I** Steamship Mutual



## FC Victory

Combined chemical and oil tanker, IMO 9214197, Built 1999, 3,757 dwt

**Date of Casualty** 8 September 2015

**Voyage** Gwangyang to Ulsan, South Korea

**Cargo** No details

**Type of Casualty** Collided with a local fishing boat, which was seriously damaged, near the north breakwater in Ulsan, South Korea. One of the crew of the fishing boat was hospitalised after being knocked unconscious.

**Type of Claim** Collision damage claim

**P&I** West of England

## No.7 Coam

Product tanker, IMO 8503307, Built 1985, 4,235 dwt

**Date of Casualty** 9 September 2015

**Voyage** No details

**Cargo** No details

**Type of Casualty** Main engine breakdown following flooding of the engine room. The crew subsequently abandoned the vessel.

**Type of Claim** Possible salvage or total loss claim

**P&I** Korea Shipowners

## LOF NEWS

### Cape Elise

Bulk carrier, IMO 9330824, Built 2005, 174,124 dwt

**Date of Casualty** 4 September 2015

**Voyage** Yuzhnyy, Ukraine to Zhoushan and Jaingyin, China

**Cargo** Iron ore

**Type of Casualty** Machinery breakdown. We understand Tsaviris Salvage have been appointed to provide salvage assistance to the vessel under the terms of a Lloyd's Open Form of Salvage Agreement. This vessel was the subject of LOF Salvage Services by the same salvor in February 2014 when she suffered an engine breakdown off the coast of Ireland in poor weather.

**Type of Claim** LOF Salvage claim  
**P&I** UK Club



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