

FEATURE CASUALTY

Cape Moreton

Fully cellular containership, IMO 9308405, Built 2005, 37,883 dwt

Date of Casualty 12 September 2015

Voyage Bellun, China to Manila, Philippines

Cargo General containerised cargo

Type of Casualty Explosion and fire

Type of Claim Fire damage and possible General Average declaration

P&I Steamship Mutual

The fully cellular containership *Cape Moreton* arrived off Manila on 11 September 2015 from Bellun in China loaded with containers of general cargo and berthed at Pier No. 3 of the Manila International Container Terminal in Tondo. At 0912 hours on 12 September, the vessel suffered an explosion and fire in one of her cargo holds. The Philippine Coast Guard coordinated the fire-fighting efforts and the Bureau of Fire Protection sent twenty fire trucks to the terminal. Three tugboats also responded and used their fire monitors to douse the fire. Fire-fighters also boarded the casualty to fight the fire directly.

The fire was extinguished shortly before 6pm on 12 September after nine hours. The cause of the fire and the extent of damage has yet to be determined but cargo stowed within the affected holds may well have suffered significant smoke

and heat damage or may have been affected by extinguishing water. It is possible that the owners may opt to declare General Average in relation to this casualty.

Investigations into the cause of the fire are being carried out but local media reports suggest that the explosion originated in cargo holds four and five with the focus of the investigations being in an area where containers loaded with sodium hydroxide were being stowed. Sodium hydroxide, also known as lye or caustic soda, is used in the manufacture of paper, textiles, soaps and detergents.

The vessel, which has a capacity of 2,742 teus, is owned by Cape Moreton Shipping Company Ltd. It is operated by German based Martime-Gesellschaft für Maritime Dienstleistungen mbH.



NEW CASUALTIES



Sah Lian ▽

General cargo vessel, Built 1991, 620 gt

Date of Casualty 5 September 2015 - Late Notification

Voyage Kuching, Malaysia, Kalimantan, to Limbang, Malaysia

Cargo 500 m/t of general goods and pigs

Type of Casualty Reported as missing in the South China sea. Has since been found and appears to have suffered engine failure. The ship will be towed to Limbang.

Type of Claim Possible salvage claim

Horizon Spirit

Fully cellular containership, IMO 7729459, Built 1980, 46,738 dwt

Date of Casualty 6 September 2015 - Late Notification

Voyage Los Angeles to Honolulu, Hawaii, USA

Cargo General containerised cargo

Type of Casualty Propeller issue whilst 430 miles from California. The vessel will be towed to destination.

Type of Claim Possible General Average declaration

P&I UK Club

SPA-12

General cargo vessel, IMO 8826864, Built 1989, 167 dwt

Date of Casualty 9 September 2015

Voyage Boshnyakovo to Aleksandrovsk, Russia

Cargo No details

Type of Casualty Touched the ground whilst departing Boshnyakovo causing a breach in the hull and water ingress. The vessel was able to return to Boshnyakovo and grounded by the peir.

Type of Claim Hull damage claim

Apres Ski

Yacht, Built 2008, No other details

Date of Casualty 9 September 2015

Type of Casualty Fire in English Bay, Vancouver.

Type of Claim Fire damage claim



Jelana ▽

Yacht, MMSI 319028300, Built 2012, 338 gt

Date of Casualty 10 September 2015

Type of Casualty Grounded on rocks off Corfu island coast, Greece. The hull was breached and the engine room flooded. Further ingress was prevented by closing the vessel's watertight doors. Some oil was noted to be leaking. Booms were placed around the area and the remaining fuel was pumped into a rescue vessel. The yacht had 15 persons on board.

Type of Claim Hull damage claim

CMA CGM Fidelio

Fully cellular containership, IMO 9299642, Built 2006, 113,964 dwt

Date of Casualty 10 September 2015

Voyage Beirut, Lebanon to Jeddah, Saudi Arabia

Cargo General containerised cargo

Type of Casualty Allision with the pier at the North Container Terminal at Jeddah Islamic Port damaging the pier.

Type of Claim Allision damage claim P&I North of England



Le Regarde Ailleurs CN.626604 ▽

Fishing vessel, Built 1985, No other details

Date of Casualty 10 September 2015

Type of Casualty Fire and sinking six nm northeast of Port-en-Bessin, France.

Type of Claim Total loss claim

Shoyo 18

Tug, No other details

Date of Casualty 10 September 2015

Type of Casualty Sank at North Butterworth Container Terminal in Penang whilst carrying out manoeuvres within the port assisting a barge.

Type of Claim Total loss claim and/or wreck removal or salvage claim

Maritime Suzanne

Combined chemical and oil tanker, IMO 9221023, Built 2002, 44,363 dwt

Date of Casualty 10 September 2015

Voyage Freeport to New Orleans, USA

Cargo No details

Type of Casualty Grounded on

the Mississippi River near Baton Rouge. The vessel was refloated with tug assistance.

Type of Claim Possible hull damage and General Average declaration

P&I Britannia



Ocean Gordon ▽

Tug, No other details

Date of Casualty 11 September 2015

Type of Casualty Capsized and sank in the port of Vancouver. The tug was towing a barge filled with gravel when the accident occurred.

Type of Claim Wreck removal and clean-up operations



Crusader ▽

Fishing boat, No other details

Date of Casualty 11 September 2015

Type of Casualty Ran aground at Aber Bach, UK causing a hull breach. The vessel was refloated and proceeded into Fishguard.

Type of Claim Hull damage claim

Roose + Partners

NEW CASUALTIES - Continued - edition 129

Osprey

Yacht, 12m, No other details

Date of Casualty 11 September 2015

Type of Casualty Water ingress off Western Australia's Mid West coast 277 km north of Geraldton. Bulk carrier *Shi Dai 8* was able to rescue the only crewman from his liferaft.

Type of Claim Possible total loss claim

Celtic

Self-propelled barge, MMSI 244690622, No other details

Date of Casualty 11 September 2015

Voyage Rotterdam, Netherlands to Antwerp, Belgium

Cargo Containers

Type of Casualty Collision with an unnamed pleasure boat which was severely damaged.

Type of Claim Collision damage claim



Altair

Survey ship, IMO 7338339, Built 1962, 355 dwt

Date of Casualty 12 September 2015

Voyage Stockholm, Sweden to Klaipeda, Lithuania

Cargo In ballast

Type of Casualty Water ingress south-east of Gotland causing loss of power and later sinking two miles off the coast. All crew were safely rescued and before the vessel sank, the Coast Guard sealed her exhausts to prevent a leakage of diesel

from her tanks. The vessel's masts are still protruding from the water.

Type of Claim Total loss claim



Mugunghwa No. 6

Fishing support vessel, Built 1967, 192 dwt

Date of Casualty 12 September 2015

Type of Casualty Struck a reef west of Hanapdeokdo Island, South Jeolla Province, Korea. The vessel's hull was breached and she developed a list which was stabilised by the Coast Guard.

Type of Claim Hull damage and possible salvage claim



Race for Water

Trimaran, Built 2011

Date of Casualty 12 September 2015

Type of Casualty Capsized in a storm about 100nm from the Diego Garcia archipelago. The five man crew, who were researching islands of rubbish in the world's oceans, were rescued 30 hours later by the vessel *Pacific Marlin*, having stayed inside the upturned hull waiting out the storm. The vessel is being towed to Diego Garcia.

Type of Claim Salvage and hull damage claim

Altamar/Palica/Baltivia

Altamar - General cargo vessel with container capacity, IMO 9472012, Built 2009, 4,181 dwt

Palica - Bunker tanker, IMO 7704057, Built 1977, 1,345 dwt

Baltivia - Ferry, IMO 7931997, Built 1981, 17,790 gt

Date of Casualty 12 September 2015

Voyage Ornskoldsvik, Sweden to Swinoujscie, Poland / n/a / n/a

Cargo Cellulose

Type of Casualty The *Altamar* experienced a steering failure whilst entering Swinoujscie and struck the *Palica* which was bunkering the ferry *Baltivia*. The *Altamar* suffered a hull breach above the waterline and the bunker tanker suffered damage to her superstructure and bulwark.

Type of Claim Collision damage claim

P&I Skuld / Shipowners Club / Steamship Mutual

Mosak

Supply vessel, No other details

Date of Casualty 13 September 2015

Voyage n/a

Cargo Purified water

Type of Casualty Capsized at a jetty on the Karnaphuli River, Chittagong whilst loading water.

Type of Claim Total loss or possible salvage/wreck removal claim

Venus

Bulk carrier, IMO 9553232, Built 2012, 56,568 dwt

Date of Casualty 14 September 2015

Voyage Cambodia to Singapore

Cargo 56,000 m³ of sand

Type of Casualty Collided with an unnamed fishing vessel 60 nm north-east of Kuala Terengganu in Malaysia. The fishing vessel's 30 strong crew were rescued by passing vessel.

Type of Claim Collision damage claim

P&I UK Club



Pietro Benedetti

General cargo vessel, IMO 9580780, Built 2012, 9,800 dwt

Date of Casualty 14 September 2015

Voyage Lake Charles, USA to Corunna, Spain

Cargo No details

Type of Casualty Main engine breakdown and drifting 350 nautical miles west from Ponta Delgada. She is now being towed by tug *Ilha de Sao Luis* to the port of Praia da Vitoria.

Type of Claim Possible Salvage claim and/or General Average declaration

P&I Skuld

SK No.3

Grab dredger, IMO 8704327, Built 1987, 4,031 dwt


Date of Casualty 15 September 2015

Voyage Jeju, Japan to Mokpo, Korea

Cargo Containers of general cargo

Type of Casualty Grounded in Jeonnam waters, south of Mokpo, Korea. Salvors are in attendance and pumping out her fuel to a bunker tanker.

Type of Claim Possible hull damage and salvage claim

Access all our previous casualty newsletters here 



Ran

General cargo vessel, IMO 8511940, Built 1986, 2,800 dwt

Date of Casualty 15 September 2015

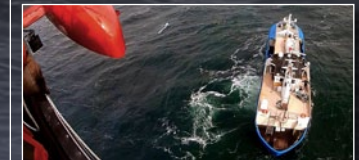
Voyage Brake to Bremerhaven, Germany

Cargo No details

Type of Casualty Grounded on the Weser river in Bremerhaven. The vessel refloated by her own means but has been detained by the authorities because investigations showed that the electronic and paper charts being used were outdated.

Type of Claim Possible hull damage

P&I Lodestar Marine



Callisto

Trawler, IMO 5392214, Built 1965, 147 gt

Date of Casualty 15 September 2015

Type of Casualty Engine breakdown and abandoned in the English Channel off the Lizard. The crew were rescued by an RNLI helicopter.

Type of Claim Total loss claim

Ganda/Erdemler 5

Ganda - General cargo vessel, IMO 9298129, Built 2003, 2,637 dwt

Erdemler 5 - Ferry, IMO 8999752, Built 2005, 466 gt

Date of Casualty 16 September 2015

Voyage Rostov-on-Don, Russia to Durres, Albania / n/a

Cargo No details

Type of Casualty Collision in Dardanelles in Gallipoli area

Type of Claim Collision damage claim

P&I Hanseatic / n/a

CASUALTY FOLLOW-UP



Amakusa Island - editions 69 & 70 - the Transportation Safety Board has published its report into the grounding in July last year and concluded it was caused by a lack of familiarity with the route. The vessel was shifting from its berth to an assigned anchorage and was under control of a pilot. Neither the ship's master or the pilot on board was familiar with the route which went near a charted shoal that was too shallow for the vessel to pass.

Maersk Seoul - editions 121, 122 & 124 - repairs to the fire damaged containership have been completed and the vessel has reloaded cargo and proceeded. She is en route to Jeddah. Salvage and GA security is still being collected.

El Condor Pas - edition 128 - was refloated by the Coastal Safety tugs at 0830 hrs on 13 September 2015 under the Turkish Open Form of salvage agreement. Traffic on the Bosphorus had to be suspended at times during the salvage operation with traffic in both directions. The vessel

was towed from the grounding site to Buyukdere Anchorage where damage surveys will be undertaken.

Carnival Liberty - edition 128 - the Carnival cruise liner resumed regular sailings on 13 September 2015 having been cleared to sail by the US Coast Guard and other authorities. The fire caused damage to an aft engine room but it was isolated to a specific area and quickly extinguished by the *Carnival Liberty's* automated fire suppression system

Barzan - edition 128 - fire-fighters from Rotterdam fire brigade were asked to assist with extinguishing fires in five containers, part loaded with batteries and which were smoking heavily whilst being discharged at the RWG Terminal in Maasvlakte II. Reports suggest the vessel's hold where the fire occurred had been flooded prior to arrival at Rotterdam.

