

### FEATURE CASUALTY

## Matilde A / Varkan Akdeniz

*Matilde A* - Fully cellular containership, IMO 9292448, Built 2004, 17,145 dwt

*Varkan Akdeniz* - Product tanker, IMO 9488839, Built 2010, 11,215 dwt

**Date of Casualty** 1 November 2015

**Voyage** Constantza, Romania to Ambarli, Turkey / Tuzla, Turkey to Constantza, Romania

**Cargo** General containerised cargo / In ballast

**Type of Casualty** Collision

**Type of Claim** Collision damage claim and possible General Average declaration

**P&I** Gard / West of England

Shortly after midnight on 1 November 2015 the fully cellular containership *Matilde A* was in collision with the product tanker *Varkan Akdeniz* off Constantza. Both vessels were sailing with pilots on board and were in the fairway when the collision occurred. The *Matilde A* was departing the port from berth no. 52 and the product tanker, which was arriving from Tuzla to load a cargo of oil, was heading for berth no. 69

when they collided. Weather conditions were said to be stormy with winds of Beaufort force 7-8.

The *Matilde A* returned to Constantza port under tow berthing at the Socep Terminal. The *Varkan Akdeniz* was also towed to the port and proceeded to her assigned berth.

Representatives from Class, P&I and hull and machinery underwriters attended both vessels to ascertain the extent of the damages. The *Matilde A* sustained serious structural damage on her starboard side with her main deck, shell plating and ballast tanks damaged. She was reported to have a 2.5 metre by 2 metre breach in her hull below the waterline with resulting water ingress. It is not clear whether any of her cargo spaces have been affected but we understand she is to offload her cargo in preparation for repairs. Her departure permission has since been cancelled and Class suspended. The containership will remain in Constantza where she is expected to undergo repairs.

The *Varkan Akdeniz* was found to have sustained slight structural damage to her shell plating above the water line.



Matilde A



Varkan Akdeniz

### NEW CASUALTIES

#### Tao Mariner

Bulk carrier, IMO 9487574, Built 2010, 25,065 dwt

**Date of Casualty** 20 October 2015 - Late Notification

**Voyage** Fuzhou, China to Oro Bay, Papua New Guinea

**Cargo** Timber

**Type of Casualty** Ran aground in the Solomon sea 69nm from Oro Bay following steering failure. Fukada Salvage has been appointed to save the vessel under the Japanese Open Form with Pacific Towing as ISU sub-contractors.

**Type of Claim** Salvage claim and possible General Average declaration

**P&I** Skuld

#### Artova

General cargo vessel with container capacity, IMO 8618059, Built 1987, 3,945

**Date of Casualty** 22 October 2015 - Late Notification

**Voyage** Nouakchott, Mauritania to Tenerife, Canary Islands

**Cargo** No details

**Type of Casualty** Disabled. Towed to Tenerife where she will remain for one month undergoing repairs.

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

**P&I** Shipowners Club



#### APL Temasek

Fully cellular containership, IMO 9631955, Built 2013, 150,936 dwt

**Date of Casualty** 27 October 2015 - Late Notification

**Voyage** Ningbo, China to Hamburg, Germany via the Suez Canal

**Cargo** General containerised cargo

**Type of Casualty** Came in contact with a gantry crane and navy barge at the SCCT Container Terminal in Port Said severely damaging the crane.

**Type of Claim** Allision damage claim

**P&I** Britannia

#### CKS

Fishing vessel, MMSI 235001270

**Date of Casualty** 28 October 2015

**Type of Casualty** Struck rocks near

Milford Haven and partially sank. All the crew were safely rescued. For video click [here](#).

**Type of Claim** Possible salvage/wreck removal claim and total loss

#### Faraway

Yacht, No other details

**Date of Casualty** 28 October 2015

**Type of Casualty** Hijacked in the Strait of Lombok off Bali Island, Indonesia. There were two people on board.

**Type of Claim** Kidnap and ransom claim

#### Regina Rheni

Passenger cruise vessel, MMSI 244690432

**Date of Casualty** 28 October 2015

**Type of Casualty** Collided with a barge which was moored at a quay in the port of Bamberg causing a breach in her hull and damage to the barge and quay.

**Type of Claim** Collision damage claim

#### Hong Kong Express/BBS Sky

*Hong Kong Express* - Fully cellular containership, IMO 9501356, Built 2013, 142,018 dwt

*BBS Sky* - General cargo vessel with container capacity, IMO 9196266, Built 2000, 3,171 dwt

**Date of Casualty** 29 October 2015

**Voyage** Rotterdam, Netherlands to Hamburg, Germany / Figueira da Foz,

Portugal to Szczecin, Poland

**Cargo** General containerised cargo / wood

**Type of Casualty** In collision 10 miles north of Hollum off Ameland island. Both vessels were able to continue their voyages.

**Type of Claim** Collision damage claim

**P&I** Britannia / Skuld



#### La Roumasse

Trawler, Built 1987

**Date of Casualty** 29 October 2015

**Type of Casualty** Ran aground on the beach of Saint-Gilles-Croix-de-Vie. The vessel was refloated by tugs on the high tide after excavators dug a channel in the sand

**Type of Claim** Possible hull damage and salvage type claim

#### Maersk Leon

Fully cellular containership, IMO 9526966, Built 2012, 99,858 dwt

**Date of Casualty** 29 October 2015

**Voyage** Tilbury, UK to Bremerhaven, Germany

**Cargo** General containerised cargo

**Type of Casualty** Allided with a pier in Bremerhaven in dense fog causing a 2m breach of the hull and damage to the quay.

**Type of Claim** Allision damage claim

**P&I** Standard Club

#### Hang An/Zheyuyu 54002

*Hang An* - General cargo vessel, IMO 9062867, Built 1992, 1,300 dwt

*Zheyuyu 54002* - Fishing vessel, No other details



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**Date of Casualty** 29 October 2015

**Voyage** Japan to Haimen, China

**Cargo** No details

**Type of Casualty** Collision off Taizhou in the East China Sea causing the fishing vessel to sink during poor low visibility. All her crew were rescued from the water by the *Hang An* and other vessels.

**Type of Claim** Collision damage claim



### Ocean Freedom ▣

General cargo vessel with container capacity, IMO 9506722, Built 2010, 14,360 dwt

**Date of Casualty** 29 October 2015

**Voyage** Singapore to Corpus Christi, USA

**Cargo** Steel

**Type of Casualty** Collision with an unnamed barge which was moored at cargo dock 12 in the Corpus Christi Inner Harbour causing damage to both vessels.

**Type of Claim** Collision damage claim

**P&I** Steamship Mutual

### Hoang Phuc 18 ▣

General cargo vessel,

**Date of Casualty** 30 October 2015

**Voyage** Cuong Hong, Vietnam to

**Cargo** 700 m/t of stones, excavators and trucks

**Type of Casualty** Capsized in poor weather off Ho Chi Minh City, Vietnam at the Soai

Rap River. Of the 18 crew on board, one was found dead and five are missing.

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

### Miss Gill/Delaware

*Miss Gill* - Tug, IMO 7114109, Built 1970, 333 gt

*Delaware* - Tank barge, No other details

**Date of Casualty** 30 October 2015

**Voyage** No details

**Cargo** 5,000 m/t of asphalt

**Type of Casualty** The tug and barge ran aground off Wilmington, Delaware. A salvage plan was submitted and both vessels were successfully refloated.

**Type of Claim** Salvage claim

### Samanta Smit

Ferry, IMO 8728775, Built 1986, 31 dwt

**Date of Casualty** 30 October 2015

**Type of Casualty** Caught fire whilst at a repair yard in Yalta. The fire, which was brought under control by a tug and local fire fighters, damaged an area of 60 m<sup>2</sup>.

**Type of Claim** Fire damage claim

### Lunar Eclipse

Yacht, No other details

**Date of Casualty** 31 October 2015

**Type of Casualty** Flooding whilst in the Gulf of Mexico. A coastguard vessel responded and the vessel was towed into Venice harbour.

**Type of Claim** Damage claim

### Beaumaris Bay

Work boat/tender, Built 2014, 12 dwt

**Date of Casualty** 31 October 2015

**Type of Casualty** Engine room fire off

Norderney. The crew and passengers were evacuated and the vessel escorted into Norddeich.

**Type of Claim** Fire damage claim



### Nibani ▣

Yacht, IMO 1008229, Built 1971, 300 gt

**Date of Casualty** 31 October 2015

**Type of Casualty** Grounded in Ostia following engine failure. The yacht was refloated by tugs and towed into deeper water for inspection.

**Type of Claim** Hull damage claim

### Aege

Workshop, MMSI 257933900, Built 2003

**Date of Casualty** 31 October 2015

**Type of Casualty** Fire whilst underway from Flatanger to Bodø Rorvik Harbour.

**Type of Claim** Fire damage claim

### Hai Heng 1

General cargo vessel, IMO 8747173, Built 2003, 8,508 dwt

**Date of Casualty** 31 October 2015

**Voyage** Busan, South Korea to Kisarazu, Japan

**Cargo** No details

**Type of Casualty** Adrift following engine problems near Nanpo Shoto, north-west of Oshima.

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

**P&I** Hanseatic

### Ilya Konovalov

Fish factory, IMO 8721167, Built 1986, 1,810 dwt

**Date of Casualty** 2 November 2015

**Type of Casualty** Disabled after nets became entangled in her steering gear. Russian salvage tug *Spravavlivyy* was dispatched to assist.

**Type of Claim** Possible salvage type claim

### Nordfolda

Ferry, IMO 9014494, Built 1991, 50 dwt

**Date of Casualty** 2 November 2015

**Type of Casualty** Suffered damage and water ingress off Bliksvær in bad weather causing a loss of power. Tugs responded and the vessel was towed to Bodø where passengers disembarked. The ferry was then towed to Burøya (Norway).

**Type of Claim** Damage and possible salvage claim

**P&I** Gard

### Nilos

Bulk carrier, IMO 9311153, Built 2005, 75,880 dwt

**Date of Casualty** 2 November 2015

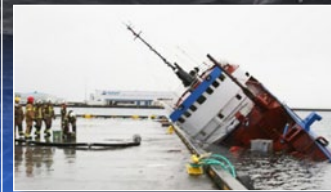
**Voyage** Itacoatiara to Macapa, Brazil

**Cargo** No details

**Type of Casualty** Ran aground 26 nm from Santarem, Brazil following engine failure. The vessel will be refloated by local tugs after lightering part of the cargo

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

**P&I** London Club



### Perla ▣

Sand suction dredger, IMO 6423137, Built 1964, 569 dwt

**Date of Casualty** 2 November 2015

**Type of Casualty** Sank at the quay in Reykjavik harbour. The vessel had been in dry dock and was launched in the morning when she began taking on water. She had 12,000 litres of diesel and 800 litres of lubricating oil and hydraulic oil on board.

**Type of Claim** Salvage/wreck removal and clean-up operations

**P&I** Shipowners Club

### Baltia

Bulk carrier, IMO 9286920, Built 2005, 75,766 dwt

**Date of Casualty** 2 November 2015

**Voyage** Kalama, USA to Busan, South Korea

**Cargo** No details

**Type of Casualty** Collided with an unnamed fishing vessel 12 nm west of Kodomari Misaki, Honshu. The fishing vessel sank and her skipper was injured.

**Type of Claim** Collision damage claim

**P&I** North of England

### Astrorunner

General cargo vessel with container capacity, IMO 9349227, Built 2007, 9,544 dwt

**Date of Casualty** 3 November 2015

**Voyage** Rotterdam, Netherlands to St. Petersburg, Russia

**Cargo** General containerised cargo

**Type of Casualty** Disabled in the Gulf of Finland. The vessel was taken in tow to Hamina by the tug *Vilkari* which had been dispatched from Kotka.

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

**P&I** Hydror AS

### Rosenvoll

Fishing vessel, No other details

**Date of Casualty** 3 November 2015

**Type of Casualty** Caught fire near the port of Mandal, Norway. The vessel was towed to Mandal.

**Type of Claim** Fire damage claim

### Awassi Express

Livestock carrier, IMO 8901860, Built 1990, 18,909 dwt

**Date of Casualty** 3 November 2015


**Voyage** Singapore to Portland, Australia

**Cargo** In ballast

**Type of Casualty** A silo filled with 800 m<sup>3</sup> of grain caught fire whilst the vessel was at Portland. There was no livestock on board the vessel at the time.

**Type of Claim** Fire damage claim

**P&I** Skuld

Access all our previous casualty newsletters here 

## CASUALTY FOLLOW-UP

**Lac Manitoba** - editions 117 & 121 - the Transportation Safety Board of Canada has found that the *Lac Manitoba*, which lost power and capsized, and a second tug were simply not powerful enough to move a large barge on the St. Lawrence River which on the day had a current running of between five and 7.4 knots.

**Haidar** - editions 132 & 133 - the bodies of thousands of cattle remain in the capsized vessel and are rotting. As well as removing the cattle, work to remove some two million gallons of fuel needs to be completed before the wreck can be removed.

**El Faro** - editions 132, 133 & 134 - US authorities have confirmed that the sunken wreck of the containership has been located in the vicinity of its last known location off Crooked Island in the south eastern Bahamas. The wreck, which is at a depth of 4,500 metres, is upright but her bridge which carries the voyage data recorder has separated from the vessel and has yet to be located.

**Thetis D** - edition 135 - the explosion in the engine room caused the MAN B&W diesel engine to be damaged beyond repair. Cargo bound for Gdynia, Helsinki and St.

Petersburg has been transferred to the boxship *Frederik*.

**Los Llanitos** ▣ - edition 135 - salvors Tsavlis and Resolve, who are appointed as subcontractors, will remove the oil from the stricken bulk carrier and the intention is then that the vessel will be sunk. The vessel was carrying 11,484 m<sup>3</sup> of heavy fuel oil and 489 m<sup>3</sup> of diesel.

