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Casualty Newsletter 140

2nd December 2015

FEATURE CASUALTY

Nadezhda

Oil products tanker, IMO 8827715,
Built 1986, 1,139 dwt

Date of Casualty 28 November 2015

Voyage Vanino to Korsakov, Russia

Cargo 786 m/t of diesel oil

Type of Casualty Grounding

Type of Claim Hull damage, salvage claim and clean-up operations

Russian authorities are carrying out clean-up operations on the Russian Island of Sakhalin after a laden tanker ran aground on Saturday morning during storms. The 1986 built Russian registered chemical tanker *Nadezhda* struck a reef and grounded near the fishing port of Nevelsk in the Tatarskiy Strait. The vessel was on a voyage from Vanino to Korsakov and was carrying 786 tons of fuel oil and diesel fuel when bad weather forced her aground. She had a crew of eight on board.

The grounding caused damage to the vessel's hull in way of her engine room and breached at least one of the vessel's cargo tanks leading to a significant spill of oil. The Government's

Emergencies Ministry department for Sakhalin reported on Monday that fuel oil from the stricken vessel extended up to 4m from the waterline on a 3.5 km stretch of the coast.

Immediately following the incident the tug *Rubin* was dispatched to the grounding site from the port of Korsakov but the commencement of the clean-up and recovery operations was delayed until 29 November due to the poor weather. Divers were deployed to survey the hull and report on the extent of the damage whilst onshore operations were carried out along the coast to collect the sludgy oil and contaminated soil/sand. Hoses were also installed to pump oil from the vessel to tank trucks ashore. Russian officials have advised they plan to pump all the remaining oil from the vessel and then try to pull it clear of the reef. However the efforts are being hampered by the ongoing poor weather and pumping operations have been suspended. It is also thought that the vessel has suffered further damage. The clean-up operation is expected to take at least two weeks.

NEW CASUALTIES



Gorch Fock

Training ship, IMO 5133644, Built 1958, 585 dwt

Date of Casualty 25 November 2015

Type of Casualty Struck a pierhead entering the port of Wilhelmshaven.

Type of Claim Possible allision damage

Sardius

General cargo vessel with container capacity, IMO 9518256, Built 2011, 5,200 dwt

Date of Casualty 25 November 2015

Voyage Rostock, Germany to Amsterdam, Netherlands

Cargo No details

Type of Casualty Allided with a dike in Ijmuiden following gear trouble and grounded. She was refloated and has since docked at Ghent for repairs.

Type of Claim Allision damage claim

Transcapricorn/ Eendracht

Transcapricorn - General cargo vessel with container capacity,

IMO 9187928, Built 2000, 6,663 dwt

Eendracht - General cargo vessel with container capacity, IMO 9512783, Built 2009, 3,394 dwt

Date of Casualty 26 November 2015

Voyage Rotterdam, Netherlands to Tornio, Finland / Hamburg, Germany to Harlingen, Netherlands

Cargo Scrap metal / Project cargo

Type of Casualty Collision in the Oste Estuary. The *Transcapricorn* then ran aground. Tugs were called to assist.

Type of Claim Collision damage claim

P&I Gard / RaetsMarine BV



Baratz

Fishing vessel, IMO 7363126, Built 1974, 183 gt

Date of Casualty 26 November 2015

Type of Casualty Sank off the coast of Port Elizabeth, SA following a loss of power and water ingress during bad weather. Attempts to tow the vessel failed. The crew were picked up by helicopter.

Type of Claim Total loss claim

Szafir

General cargo vessel with container capacity, IMO 9004504, Built 1992, 9,597 dwt

Date of Casualty 26 November 2015

Voyage Antwerp, Belgium to Onne, Nigeria

Cargo Metal cranes

Type of Casualty Boarded by pirates off Nigeria. Five seamen were abducted. Yesterday the Polish Ministry Foreign Affairs confirmed the crew members were safe but declined to provide further details.

Type of Claim Damage and crew claims

P&I West of England



Rypoy

Passenger ship, IMO 9168661, Built 1997, 48 dwt

Date of Casualty 27 November 2015

Type of Casualty Ran aground on rocks Heroy near Sandværodden. Four passengers were evacuated and the ferry was refloated with tug assistance.

Type of Claim Hull damage claim

Cymba/Obelix

Cymba - Self-propelled barge, MMSI 205382590

Obelix - Self-propelled barge, No other details

Date of Casualty 27 November 2015

Voyage Krems, Austria to the Netherlands / Linz, Austria to Bamberg, Germany

Cargo 1000 m/t of sugar beet pellets / 600 m/t of fertilizer

Type of Casualty Collision on the Danube. The *Obelix* then drifted perpendicular to the river and got stuck on the bank. Both vessels proceeded to Deggendorf where surveys were undertaken.

Type of Claim Collision damage claim

Leah

General cargo vessel with container capacity, IMO 9113202, Built 1996, 5,930 dwt

Date of Casualty 27 November 2015

Voyage Rotterdam, Netherlands to Straumsvik, Iceland

Cargo No details

Type of Casualty Engine breakdown whilst in the Pentland Firth one mile north east of Stroma. The vessel anchored to prevent the drift but one of her anchor chains parted. Lifeboats were launched but the crew were able to effect repairs and the vessel proceeded.

Type of Claim Loss of anchor
P&I North of England

Further casualties overleaf

Fortune Life

General cargo vessel, IMO 9041722, Built 1991, 8,036 dwt

Date of Casualty 27 November 2015

Voyage Kaohsiung, Taiwan to Kuching, Malaysia

Cargo 7,500 m/t of feldspar

Type of Casualty Sank in the South China Sea off Vigan City, Philippines following water ingress in the engine room and a loss of power. Eight of her crew were rescued but eleven are missing.

Type of Claim Total loss and loss of life claims

P&I RaetsMarine BV



Star First

Reefer, IMO 9330056, Built 2006, 13,202 dwt

Date of Casualty 28 November 2015

Voyage Sheerness, UK to Almirante, Panama

Cargo General containerised cargo

Type of Casualty Loss of containers off Boulogne. Tug *Abeille Languedoc* was dispatched to search for the containers which posed a hazard to navigation. A Navy



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NEW CASUALTIES - Continued - edition (140)

aircraft was also deployed. All but six of the containers have been located.

Type of Claim Cargo loss
P&I Britannia

Sea Prince

Passenger ferry, IMO 8883408, Built 1976, 115 gt

Date of Casualty 29 November 2015

Type of Casualty Struck a floating object after leaving the Nongsapura ferry terminal in Batam and began sinking. 97 passengers evacuated onto life-rafts and local vessels came to their assistance.

Type of Claim Hull damage and passenger claims



Mar da Galega

Fishing vessel, IMO 9139098, Built 1996, 130 dwt

Date of Casualty 30 November 2015

Type of Casualty Engine room fire 15 nm NE of Nazaré. The damaged vessel was towed into Peniche.

Type of Claim Fire damage and possible salvage type claim

Menja

Ferry, IMO 9189380, Built 1998, 250 dwt

Date of Casualty 29 November 2015

Type of Casualty Allided with the breakwater and pier a number of times whilst trying to berth in Esbjerg during poor weather.

Type of Claim Allision damage claim

P&I Skuld

Norcon Galatea

Ferry, IMO 6826860, Built 1968, 179 dwt

Date of Casualty 29 November 2015

Type of Casualty Ran aground whilst travelling from Pilleys Island to Little Bay Islands. The vessel was able to free herself.

Type of Claim Possible hull damage claim

Lev Yashin

General cargo with container capacity, IMO 8517839, Built 1986, 9,484 dwt

Date of Casualty 29 November 2015

Voyage Pevek, Russia to Qingdao, China

Cargo No details

Type of Casualty Suffered engine failure 49 nm off Paramushira, Kurile Islands. A tug has been dispatched to assist.

Type of Claim Possible salvage claim



Gotcha

Yacht, No other details

Date of Casualty 29 November 2015

Type of Casualty Grounded on a breakwater Alameda-Oakland Estuary.

A crane barge was used to lift the damaged yacht from the structure.

Type of Claim Hull damage claim

Sainty Vogue

Fully cellular containership, IMO 9683477, Built 2013, 13,573 dwt

Date of Casualty 29 November 2015

Voyage Gioia Tauro, Italy to Piraeus, Greece

Cargo General containerised cargo

Type of Casualty Suffered a loss of steering whilst en route to Piraeus. The vessel was towed into Piraeus.

Type of Claim Possible salvage claim or General Average declaration

P&I UK Club

Navios Sagittarius

Bulk carrier, IMO 9316866, Built 2006, 75,756 dwt

Date of Casualty 30 November 2015

Voyage San Lorenzo, Argentina to Egypt

Cargo 50, 281 m/t of soya bean meal

Type of Casualty Ran aground on the River Parana near San Lorenzo whilst manoeuvring to proceed downstream. The vessel is trying to refloat under her own power. She is not obstructing navigation.

Type of Claim Possible salvage claim

P&I Gard

Avsa Adasi

Passenger ro-ro, IMO 8604761, Built 1988, 376 dwt

Date of Casualty 30 November 2015

Type of Casualty Ran aground on the River Parana near San Lorenzo whilst manoeuvring.

Type of Claim Allision damage and passenger claims

P&I RaetsMarine BV




Densa Eagle

Bulk carrier, IMO 9432488, Built 2010, 55,089 dwt

Date of Casualty 1 December 2015

Voyage Kandla, India to unknown destination

Cargo Salt

Access all our previous casualty newsletters here 

Type of Casualty Fire in the engine room as the vessel departed Kandla port. Three crew members were hospitalised.

Type of Claim Fire damage and crew claims
P&I Standard Club

Poilau

Trawler, IMO 7529512, Built 1976, 300 dwt

Date of Casualty 1 December 2015

Type of Casualty Caught fire 100 nm off Bissau in the Atlantic ocean.

Type of Claim Fire damage claim

Toei Maru/Shinatsu

Toei Maru - LPG carrier, IMO 9365051, Built 2005, 1,211 dwt

Shinatsu - Product tanker, IMO 9495739, Built 2009, 5,671 dwt

Date of Casualty 1 December 2015

Voyage Mizushima to Marugame, Japan / Kashima to Mizushima, Japan

Cargo No details

Type of Casualty Collision off Teshima, Kagawa Prefecture. There was limited damage reported.

Type of Claim Collision damage claim

Swedica Hav

General cargo vessel with container capacity, IMO 8605478, Built 1986, 1,920 dwt

Date of Casualty 2 December 2015

Voyage Bremen, Germany for Sutton Bridge

Cargo Steel coils

Type of Casualty Engine breakdown. Tug *Hunter* is proceeding and will tow the vessel to Harlingen.

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

P&I Gard

CASUALTY FOLLOW-UP

Norman Atlantic - editions 92, 93, 109, 114, 127 & 133 - work has begun at Bari docks to remove debris from the decks of the fire damaged ferry. It is hoped that the bodies of the 18 passengers still missing will be found during the work. Bari magistrates continue to investigate the cause of the casualty. 12 people remain under investigation on charges of criminal negligence causing shipwreck, multiple manslaughter and personal injury, involving hundreds of injured parties.



Oleg Naydenov - editions 107, 108, 109 & 116 - Ardent in coordination with La Sociedad de Salvamento y Seguridad Marítima (SASEMAR) have completed the removal of oil from the wreck which sank off of Punta Maspalomas in April. The team used remotely operated vessels and also installed subsea recovery domes over leaks which had been identified during surveys of the wreck. 528 m3 of oil waste was collected during the clean-up process.

Flinterstar - editions 132, 133, 134, 135 & 139 - the Belgium government has invited seven salvage companies to submit tenders for the salvage of the *Flinterstar*. There is concern the vessel may end up

in the fairway in a storm and block the ship traffic.



Haidar - editions 132, 133 & 136 - 3,000 drowned cattle remain inside the capsized ship and carcasses continue to drift onto local beaches. Suspensions on the export of cattle from the port of Vila do Conde in Barcarena, northeast of Pará are mean ranchers cannot transport an estimated 51,000 live cattle which are ready for export to Venezuela and Lebanon. Mammoet Salvage have been contracted to remove the bunkers from the vessel and the operation is expected to take four months.

North Star - edition 139 - the crew managed to restart the engine 45 nm offshore of Haida Gwaii after fixing an electrical issue. The tugs which had been dispatched to assist were no longer required and the ship proceeded to Tacoma, Washington.

Suilven - edition 139 - divers have inspected the wreck of the ferry and have confirmed that no light diesel oil is leaking from the ship. The dive operations included the drilling of holes into two fuel tanks to determine the presence of light diesel oil.

