

### FEATURE CASUALTY

## Akaki

Bulk carrier, IMO 9591143, Built 2013, 84,075 dwt

**Date of Casualty** 28 December 2015

**Voyage** Paranagua, Brazil to Kaohsiung, Taiwan

**Cargo** 65,000 m/t of maize

**Type of Casualty** Explosion

**Type of Claim** Hull and cargo damage

**P&I** North of England

Whilst the 2011 built bulk carrier *Akaki* was at anchor off Brazil in Paranaguá Bay an explosion occurred in the vessel's No. 3 cargo hold. The vessel had loaded a cargo of 65,000 m/t of maize at berth 214 of Paranaguá's export port on 27 December 2015 and, following cargo fumigation, had anchored several cables off the coast for bunkering operations when the explosion occurred. Pictures of the vessel show a considerable amount of smoke but the cargo was not thought to be on fire. The crew immediately opened the hold's hatches to ventilate the cargo.

There are no reports of damage to the vessel and no loss of oil. The Administration of Paranagua and Antonina (APPA) and the Coast Guard are jointly carrying out an investigation into the explosion. Specialised technicians are on board assessing the extent of the damage and once completed the APPA will determine whether the vessel can be released to resume her voyage. The ship will remain in custody of the Paranagua Paranaate ports pending completion of the investigation.

The vessel was time-chartered to Glencore at the time but the ship, which operates under the flag of Cyprus, is owned and managed by Greek company Transmed Shipping. Yesterday Transmed released a statement on the incident confirming their view that the explosion was a result of fumigation methods. They referred to previous incidents in Paranagua and Rio Grande Do Sul this year involving the vessels *Theofylaktos* and the *Maersk Kinloss* whose hatch covers blew off due to fumigation.



### NEW CASUALTIES

#### King Success

General cargo vessel with container capacity, IMO 8503034, Built 1985, 22,800 dwt

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

**Voyage** Rizhao, China to Masan, Korea

**Cargo** No details

**Type of Casualty** Fire in the superstructure whilst off Lianyungang in the Yellow Sea.

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

**P&I** West of England

#### HH West

Fully cellular containership, IMO 9145243, Built 1998, 8,965 dwt

**Date of Casualty** 23 December 2015

**Voyage Origin:** Marsaxlokk, Malta to Piraeus, Greece

**Cargo** General containerised cargo

**Type of Casualty** Engine failure. Tug *Christos XXIV* was engaged to tow the vessel to Piraeus for repairs.

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

**P&I** Steamship



#### Umoe Ventus

Support vessel, IMO 9758507, Built 2015, 217 gt

**Date of Casualty** 23 December 2015

**Type of Casualty** Caught fire, capsized and sank 200 metres off Langeland. The crew were rescued by a local fishing boat. The vessel was undergoing sea

trials when it suffered an explosion in the engine compartment.

**Type of Claim** Total loss and clean-up operations

**P&I** Gard

#### Heng Star/Sindo Express

Heng Star - General cargo vessel IMO 8104008, Built 1981, 2,599 dwt

Sindo Express - Ferry, IMO 9070876, Built 1993, 100 dwt

**Date of Casualty** 23 December 2015

**Voyage** No details / Singapore to Sekupang, Indonesia

**Cargo** No details

**Type of Casualty** Collision in the Singapore Strait. The ferry suffered some damage and two of the 74 passenger were slightly injured.

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

**P&I** No details / Shipowners Club



#### Mira Cedenatho

Self-propelled barge, Built 1954, 1285 ts

**Date of Casualty** 24 December 2015

**Voyage** Eemshaven to Delfzijl

**Cargo** Stones

**Type of Casualty** Ran aground on the Ems.

Initial attempts to refloat the vessel failed. Additional tugs were engaged the following day and succeeded in refloating the barge.

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

#### Wan Hai 506

Fully cellular containership, IMO 9294886, Built 2005, 52,146 dwt

**Date of Casualty** 24 December 2015

**Voyage** Hong Kong to Osaka, Japan

**Cargo** General containerised cargo

**Type of Casualty** Ran aground after departing Hong Kong. The vessel has been refloated and proceeded to dry-dock for repairs after the cargo had been discharged.

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

**P&I** Britannia

#### Mediterranean Highway

Vehicle carrier, IMO9250220, Built 2002, 17,228 dwt

**Date of Casualty** 24 December 2015

**Voyage** China to Gwangyang, South Korea

**Cargo** Vehicles

**Type of Casualty** Collision with a fishing vessel.

**Type of Claim** Collision damage claim

**P&I** Britannia



#### MSV Sarojini

Dhow, No other details

**Date of Casualty** 25 December 2015

**Voyage** Porbandar to Beypore, India

**Cargo** 340 m/t of soda ash

**Type of Casualty** Structural failure and sinking 12 nm west of Murud. The crew were rescued.

**Type of Claim** Total loss claim

### LOF NEWS

Click [here](#) for our summary of LOF Salvage contracts reported to Lloyd's throughout 2015.



#### Star Pride

Passenger cruise ship, IMO 8707343, Built 1988, 9,975 gt

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

**Type of Casualty** Grounded on rocks near Isla de Coiba, Panama and suffered water ingress into her engine room with a starboard list. The 250 passengers were transferred onto another Windstar cruise ship *Star Breeze* after it steamed 13 hours to reach the grounding site. They were then taken to mainland Costa Rica. The ship will be repaired at the port of Balboa. Coiba is the largest of 38 islands which make up the UNESCO World Heritage designated Coiba National Park. Resolve Salvage & Fire (Americas) Inc are providing assistance under an LOF Salvage contract.

**Type of Claim** Hull damage, LOF salvage claim and possible passenger claims

**P&I** Steamship Mutual

Resolve Salvage have also rendered assistance to the yacht *Elizabeth* under an LOF dated 29 December 2015.

# Roose + Partners

NEW CASUALTIES - Continued - edition (144)

## Alina

River cruise ship, Built 2011, No other details

Date of Casualty 25 December 2015

Type of Casualty Collided with an unnamed tanker on the Rhine in Düsseldorf during berthing manoeuvres.

Type of Claim Collision damage claim



## UACC Sila

Combined chemical and oil tanker, IMO 9428358, Built 2009, 49,999 dwt Hull

Date of Casualty 25 December 2015

Voyage Suez, Egypt to Izmit, Turkey

Cargo In ballast

Type of Casualty Engine failure off Yesilköy, Istanbul. Coastal Safety tugs attended and the vessel was towed to Istanbul Road tanker anchorage area.

Type of Claim Salvage expenses claim

P&I Gard

## Odigitria

Bulk carrier, IMO 9220483, Built 2001, 46,509 dwt

Date of Casualty 26 December 2015

Voyage Portsmouth, Virginia to Philadelphia, USA

Cargo Scrap metal

Type of Casualty Ran aground in the Delaware River. The vessel was freed after nine hours. The vessel was reported to be undamaged.

Type of Claim Possible salvage type claim

P&I UK Club

## Papenburg

General cargo vessel, IMO 8500599, Built 1986, 4,244 dwt

Date of Casualty 27 December 2015

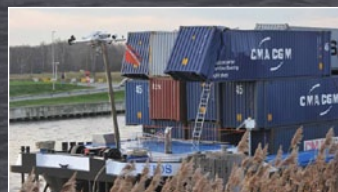
Voyage Rostock to Papenburg, Germany

Cargo Ship sections for the Meyer shipyard

Type of Casualty Rudder failure on the Ems at buoys 44/46. Tugs towed the vessel to Emden.

Type of Claim Possible salvage type claim

P&I Gard



## Vios

Self-propelled barge, Built 2015, 208 gt

Date of Casualty 27 December 2015

Voyage Unknown to Willebroek, Belgium

Cargo Containers of general cargo

Type of Casualty Allided with the Boulevard Bridge in Ruisbroek. A number of containers and the bridge were damaged.

Type of Claim Allision damage claim

## NBP Commander

General cargo vessel with container capacity, IMO 9505601, Built 2011, 9,254 dwt



Date of Casualty 27 December 2015

Voyage Koper, Slovenia to Bejaia, Algeria

Cargo No details

Type of Casualty Fire whilst moored in the port of Koper.

Type of Claim Fire damage claim

P&I Standard Club

## TR 14

Pusher tug, No other details

Date of Casualty 27 December 2015

Voyage Decin, Czech Republic to unknown destination

Cargo Barges loaded with soybean meal

Type of Casualty The tug allided with a bridge and it and the two barges it was pushing grounded on a gravel bar on the Elbe in Dresden. The refloating was assisted by a flood wave created when the German water authorities opened the flood gates over 100km from the site, raising water levels by 25cm. Click [here](#) for video.

Type of Claim Allision damage and possible salvage claim

## Mariolina de Carlini

Bulk carrier, IMO 9448607, Built 2010, 87,500 dwt

Date of Casualty 28 December 2015

Voyage Yuzhny, Ukraine to Port Said, Egypt

Cargo Laden, no details

Type of Casualty Technical failure at the northern entrance of the Istanbul Strait.

The vessel remains anchored trying to effect repairs.

Type of Claim Possible General Average declaration  
P&I Steamship

## Urgull

Reefer, IMO 8810190, Built 1989, 3,202 dwt

Date of Casualty 28 December 2015

Voyage Vladivostok, Russia to unknown destination

Cargo Frozen goods

Type of Casualty Sustained engine failure in the Sea of Japan. A tug has been sent to assist.

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



## Puto Island

General cargo vessel, IMO 8808032, Built 1988, 1,467 dwt

Date of Casualty 28 December 2015

Voyage Hakata, Japan to Ningbo, China

Cargo Scrap comprising mostly of used appliances

Type of Casualty Caught fire on 30 nm off Seogwipo, South Korea

Type of Claim Fire damage and salvage claim

## Fahri Eksioğlu

General cargo vessel, IMO 9111761, Built 1996, 2,500 dwt

Date of Casualty 29 December 2015

Voyage Mersin to Zonguldak, Turkey

Cargo 3,000 m<sup>3</sup> of cement in bulk

Type of Casualty Suffered engine failure and ran aground in the in Bosphorus Strait at Rumelhisari point. The crew were able to slow the rate of grounding by emergency anchoring and Coastal safety tugs refloated the vessel and towed her to a secure anchorage off Buyukdere.

Type of Claim Possible salvage expense claim and/or General Average declaration  
P&I Lodestar Marine

## CASUALTY FOLLOW-UP

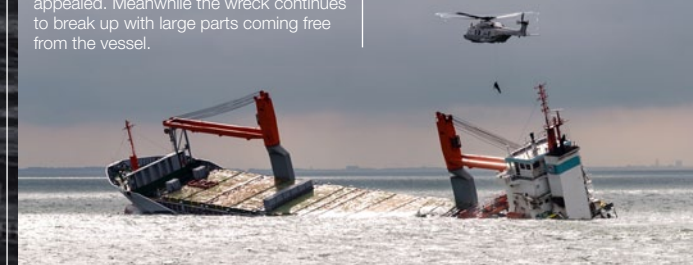


**Norman Atlantic** - editions 92, 93, 109, 114, 127, 133 & 140 - new evidence has been released in a preliminary report compiled by Italy's Transport Ministry which suggests the wrong fire extinguishing system may have been activated after the blaze started on the ferry's car deck. The investigation has been extended for a further six months.

**Flinterstar** - editions 132, 133, 134, 135, 139 & 140 - the Belgian Secretary for the North Sea has ordered that the contract for the salvage of the vessel is halted whilst the legal process determining responsibility for the cost of the removal is finally determined. The commercial court had ordered that the owner was responsible but that decision has been appealed. Meanwhile the wreck continues to break up with large parts coming free from the vessel.

**Hanjin Aqua** - editions 141, 142 & 143 - the vessel owners have declared General Average. The vessel remains aground and cargo is being discharged from No. 2 hold. Once the vessel has been refloated property interests will be required to provide salvage and General Average security. We understand the LOF contract provides for the salvage reward to be calculated by reference to daily hire rates for the craft, equipment and personnel used in the operation.

**Ventura** - edition 143 - the remains of the cargo which was discharged at Kiel were found to be smouldering again. The embers were driven apart and it is hoped the fire will not reignite.



## Sormovskiy 3051


General cargo with container capacity, IMO 8222367, Built 1984, 3,811 dwt

Date of Casualty 29 December 2015

Voyage Azov to Kavkaz, Russia

Cargo 2,284 m<sup>3</sup> of wheat

Type of Casualty Ran aground in the Azov-

Access all our previous casualty newsletters  here

Don Sea Channel. Tug assistance was requested.

Type of Claim Possible hull damage, salvage claim and/or General Average declaration  
P&I Standard Club