

FEATURE CASUALTY

CSCL Indian Ocean

Fully cellular containership, IMO 9695157, Built 2015, 184,320 dwt

Date of Casualty 3 February 2016

Voyage Felixstowe, UK to Hamburg, Germany

Cargo General containerised cargo

Type of Casualty Grounding

Type of Claim Possible General Average declaration

P&I West of England

In the evening of 3 February, as the ultra large containership *CSCL Indian Ocean* was transiting the River Elbe en route to the Eurogate Terminal in Hamburg, she ran aground on a sandy/mud shallows near the town of Grunendeich off Ludesand Bei Stade Island, Germany. The vessel reportedly suffered a loss of steering shortly before the grounding. It was later reported that she had also lost her starboard anchor some hours previously whilst manoeuvring west of Heligoland. The vessel, which had a draught of 11.6 metres, grounded on a particularly high tide, some 1.5m higher than normal, and was found to be some 0.5m out of draft.

Tugs *SD Rover*, *SD Dolphin*, *ZP Boxer*, *Bugsier 2*, *Bugsier 9* and *Bugsier 10*, the anti-pollution vessel *Neuwerk* and the police launch *Burgermeister Weichmann* were dispatched to the vessel and they arrived on site at 1pm the following day. With tides reducing various efforts to refloat the vessel proved to be unsuccessful and the Cuxhaven Central Command took over control of the operation. A suction dredger was sent to the vessel's location along with a bunker tanker, with the plan to lighten the vessel by bunker removal (the crew had already pumped out some 1,000 m³ of ballast water) and to dredge around the hull.

The *CSCL Indian Ocean* was carrying 2,000 m³ of heavy fuel and 700 m³ of gasoil. She was, perhaps fortunately, not fully loaded, although she was still carrying 6,614 containers. Whilst there was

a thought that it might be necessary to lighten the cargo, there was a lack of available equipment which meant this would be a last resort. After completing the bunker removal and dredging a further refloating attempt was undertaken on 6 February but this again failed.

The following day Smit Salvage, one of the World's pre-eminent professional salvors, were contracted on commercial, not salvage, terms to refloat the vessel. With the Spring high tide predicted for early on the 9 February, the focus of the operation shifted toward completing the refloating at that time. Tug Fairmount Expedition arrived on site in the morning of 8 February having sailed from Rotterdam the previous day.

The track of the refloating operation can be viewed by clicking [here](#). There were 12 vessels with more than 1,000 m³ of bollard pull involved and dredging around the vessel continued. The vessel refloated on a spring tide, 1.2 metres higher than normal, in the early hours of 9 February. She was taken to Hamburg under tow of five tugs and she docked at 5.45 am. She was due to unload 3,017 containers there. Throughout the operation aerial surveillance was also undertaken to monitor any possible pollution although none was detected.

The vessel is operated by China Shipping Lines. Whilst there will be no salvage claim, it remains to be seen whether the cost of the operation prompts the shipowners to declare General Average. Subject to this, it is possible that the ship could leave the port as early as 12 February, having completed repairs to her steering.



NEW CASUALTIES



Ocean Carrier ▽

Bulk carrier, IMO 9591222, Built 2012, 56,853 dwt

Date of Casualty 3 February 2016

Voyage Bandar Abbas, Iran to Yangjiang, China

Cargo Iron ore

Type of Casualty Ran aground near the island Pulau Berhenti, Indonesia. Authorities were investigating the possibility the vessel was carrying uranium. The vessel was refloated on 6 February by the tugs/supply vessels *Pacific Wrangler* and *Pacific Rigger*.

Type of Claim Possible hull damage and salvage claim

P&I UK Club

Amur 2516

General cargo vessel with container capacity, IMO 8721428, Built 1986, 3,344 dwt

Date of Casualty 3 February 2016

Voyage Azov, Russia to Ambarli, Turkey

Cargo Peas

Type of Casualty Damaged following contact with ice in the Azov sea. As the crew were

unable to control the water ingress the Master ran the vessel aground to prevent the vessel sinking.

Type of Claim Hull damage, possible salvage claim and General Average declaration



E.R. Visby ▽

Fully cellular containership, IMO 9448695, Built 2012, 14,236 dwt

Date of Casualty 4 February 2016

Voyage St. Petersburg, Russia to Rotterdam, Netherlands

Cargo No details

Type of Casualty Ran aground on the Kiel Canal near Schinkel. The vessel was refloated by tugs and headed to Kiel for survey. The Canal was closed during the incident.

Type of Claim Possible salvage type claim

P&I Britannia

Nordana Sky/Vera Rambow

Nordana Sky - General cargo vessel, IMO 9721633, Built 2015, 10,600 dwt

Vera Rambow - Fully cellular containership, IMO 9432220, Built 2008, 17,888 dwt

Date of Casualty 5 February 2016

Voyage St. Petersburg, Russia to Suez, Egypt / Riga, Latvia to Bremerhaven, Germany

Cargo No details / General containerised cargo

Type of Casualty Collision at the Brunsbuettel Lock in Kiel Canal. The *Vera Rainbow* was berthed when she was struck aft. Both vessels suffered significant damage.

Type of Claim Collision damage claim

P&I Standard Club / Hydor AS

Safmarine Kuramo

Fully cellular containership, IMO 9289207, Built 2004, 28,936 dwt

Date of Casualty 5 February 2016

Voyage Pointe Noire, Congo to Port Onne, Nigeria

Cargo General containerised cargo

Type of Casualty Hijacked off the Nigerian Coast. Nigerian authorities secured the release of the crew the following morning.

Type of Claim Piracy

P&I Britannia

Schokland ▽

General cargo vessel, IMO 9431599, Built 2010, 3,300 dwt

Date of Casualty 6 February 2016

Voyage Emden to Londonderry

Cargo 520 m³ of wind turbine equipment

Type of Casualty Suffered mechanical failure whilst transiting Pentland Firth

Further casualties overleaf ▸

between Scotland and Orkney in poor weather. Tug *Einar* took the vessel in tow to Kirkwall.

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

P&I Standard Club



Bob Barker ▽

Research vessel, IMO 5280540, Built 1950, 788 gt

Date of Casualty 6 February 2016

Type of Casualty Ran aground in the channel of Certosa, Venice.

Type of Claim Possible hull damage and salvage claim

Tarabaralla

Yacht, No other details

Date of Casualty 6 February 2016

Type of Casualty Abandoned in the Atlantic following water ingress, having lost its mast. The skipper was rescued.

Type of Claim Total loss claim



Roose + Partners

NEW CASUALTIES - Continued - edition (150)

Condor - SB 14

Fishing vessel, 35 gt

Date of Casualty 6 February 2016

Type of Casualty Loss of crew after the fishing vessel sank off Denmark.

Type of Claim Total loss and loss of life claims

Deep True/Welle

Deep True - Bulk carrier, IMO 8508577, Built 1985, 26,541 dwt

Welle - General cargo vessel with container capacity, IMO 8101410, Built 1982, 3,848 dwt

Date of Casualty 6 February 2016

Voyage Damietta, to Nikolayev, Ukraine / Yumurtalik, Turkey to Odessa, Ukraine

Cargo Both in ballast

Type of Casualty Came into contact whilst at the Istanbul anchorage during adverse weather.

Type of Claim Collision damage claim

Toppy

Hydrofoil, IMO 8819160, Built 1989, 20 dwt

Date of Casualty 6 February 2016

Type of Casualty Disabled after colliding with a whale and suffered hull damage. There were 69 passengers on board. Tug *Sagami Maru* towed the vessel into Tokyo Bay.

Type of Claim Hull damage claim



Kristian With ▢

General cargo vessel with container capacity, IMO 9375898, Built 2007, 3,017 dwt

Date of Casualty 7 February 2016

Voyage Molde to Oslofjord, Norway

Cargo General cargo including a yacht stowed on deck

Type of Casualty The vessel was struck by a large wave in the Flekkefjord, Norway.

The yacht was washed overboard and drifted onto rocks near Egersund. She was holed and sank. Salvage efforts were abandoned. Click [here](#) for video.

Type of Claim Hull damage, cargo claim and total loss

P&I Gard

Weser/Elly

Weser - Self-propelled barge, 1180 ts

Elly - Self-propelled barge, 800 ts

Date of Casualty 7 February 2016

Voyage Unknown to Stöcken, Germany / No details

Cargo Coal / 750 m/t of wheat

Type of Casualty Collision on the Mittelland Canal near Seelze. Both vessels suffered bow damage.

Type of Claim Collision damage claim



Anthem of the Seas ▢

Cruise ship, IMO 9656101, Built 2014, 10,500 dwt

Date of Casualty 7 February 2016

Type of Casualty Suffered heavy weather damage off Bayonne, New Jersey. The vessel returned to Bayonne.

Type of Claim Hull damage claim

P&I UK Club

Atlantis Armona

Tanker, IMO 9268162, Built 2004, 3,517 dwt

Date of Casualty 8 February 2016

Voyage Hamburg, Germany to Le Havre, France

Cargo In ballast

Type of Casualty Disabled off Le Havre.

The vessel anchored near the Cap d'Antifer. Due to the weather conditions the Maritime Prefect ordered the shipowners to accept tug assistance.

Type of Claim Possible salvage type claim

P&I West of England

Atlantic Jupiter/Arklow Rambler

Atlantic Jupiter - Combined chemical and oil tanker, IMO 9383962, Built 2009, 36,677 dwt

Arklow Rambler - General cargo vessel, IMO 9250426, Built 2002, 4,500 dwt

Date of Casualty 8 February 2016

Voyage Antwerp, Belgium to Rotterdam, Netherlands / Rotterdam, Netherlands to Belfast, UK

Cargo No details

Type of Casualty In collision near Rotterdam.

Type of Claim Collision damage and possible General Average declaration

P&I Both entered with Gard



Huseyn Javid ▢

Combined chemical and oil tanker, IMO 9383613, Built 2008, 3,456 dwt

Date of Casualty 8 February 2016

Voyage Allaga, Turkey to Amsterdam, Netherlands

Cargo Paraffin

Type of Casualty Suffered engine failure whilst off the Spanish coast. Salvage tug Don Inda was dispatched. The vessel was escorted to a refuge at Finisterre anchorage.

Type of Claim Possible General Average declaration

Star In

Combined chemical and oil tanker, IMO 9244879, Built 2001, 3,570 dwt

Date of Casualty 8 February 2016

Voyage Yosu to Busan, South Korea

Cargo No details

Type of Casualty Engine failure in the East China Sea near Goto Retto. The vessel was taken in tow.

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

P&I Korea Shipowners

LOF NEWS

BBC Ostfriesland

General cargo vessel with container capacity, IMO 9161182, Built 1998, 20,537 dwt

Date of Casualty 8 February 2016

Voyage Castellon, Spain to Zeebrugge, Belgium

Cargo No details

Type of Casualty steering failure in bad weather off Zeebrugge. The vessel was taken in tow by the tug *Multratug 20* to Zeebrugge where it was re-delivered yesterday. *Multraship Salvage BV* and *Smit Belgium* were contracted under the LOF Salvage contract.

Type of Claim LOF Salvage claim

P&I Swedish Club

Alios

Ro-ro cargo vessel, IMO 7902635, Built 1980, 11,400 dwt

Date of Casualty 9 February 2016

Voyage Laurium, Greece to Limassol, Cyprus

Cargo 80 trailer containers

Type of Casualty Suffered a blackout and ran aground south of Kea Island, Greece in the Aegean Sea. The vessel had 21 crew and 1 passenger on board. The tug *Med Fos* attended and *FOS Maritime Co* have been contracted to assist the vessel under the LOF Salvage contract

Type of Claim LOF Salvage claim

P&I American Club

Futura Carrier

General cargo vessel with container capacity, IMO 9352846, Built 2007, 4,500 dwt

Date of Casualty 8 February 2016

Voyage Aviles, Spain to Vlissingen, Netherlands

Cargo No details

Type of Casualty Engine problems whilst off *Wandelaar*. The vessel was taken in tow by the tug *Multratug 27*.

Type of Claim Possible salvage type claim

P&I Lodestar Marine

CASUALTY FOLLOW-UP



Tianjin Explosion ▣ - editions 125 & 128

- the president of the International Union of Marine Insurance (IUMI) Marine has said that the losses resulting from the explosions in the Chinese port of Tianjin are expected to be the biggest marine insurance loss in history.

Suilven - editions 139, 141, 142 & 148 - the underwater survey of the wreck has been completed by *Ardent Australia* and the local *South Sea Towage Limited*.

SBI Flamenco - edition 149 - the disabled bulk carrier which was towed into Le Havre at the end of January has recently been docked at the *Multibulks Center* in Le Havre for repairs to be completed once spare parts are available. The vessel had been enroute from Riga to Brazil with a cargo of 76,000 m/t of coal when she suffered a cylinder problem 35 miles northwest of Cherbourg.

Modern Express ▣ - editions 148 &

149 - early reports suggest that the cargo had not shifted and the list was most likely a result of a ballasting issue or water ingress. The crew of the vessel have already been repatriated to the Philippines. Meanwhile in anticipation of a heavy storm in on 6 February the ship was transferred to a more sheltered dock situated only 800m away the operation took over two hours. Work to stabilize the ship continues.

Sea Worker ▣ - edition 149 - inclement weather continues to hamper the LOF salvage operation of the capsized platform.



Floriana

Bulk carrier, IMO 9486477, Built 2012, 33,800 dwt

Date of Casualty 9 February 2016

Voyage Veracruz, Mexico to New Orleans, USA

Cargo No details

Type of Casualty Ran aground at Mile 19.5

Below Head of Passes.

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

P&I Skuld

Access all our previous casualty newsletters here

