

Roose + Partners

Casualty Newsletter 151

17th February 2016

FEATURE CASUALTY

APL Vanda

Fully cellular containership, IMO 9631993, Built 2013, 150,166 dwt

Date of Casualty 13 February 2016

Voyage Le Havre, France to Southampton, UK

Cargo General containerised cargo

Type of Casualty Grounding

Type of Claim Tug claims

P&I Gard

On the evening of 13 February 2016 the fully cellular containership *APL Vanda* ran aground in the Solent following a loss of power. The 150,166 dwt vessel, which has an overall length of 368 metres, was en-route from Le Havre to Southampton when she suffered a loss of propulsion as she approached Southampton. The Coastguard reported that following a loss of power and having regard to the prevailing currents and weather conditions the pilot who had control of the vessel had executed a controlled grounding on Brambles Bank. Brambles Bank is the same area in which the vehicle carrier *Hoegh Osaka* was intentionally run aground in January last year after she had developed a list. It is a well charted sand bar which at low tides is visible and, as such, it is a well-known hazard for shipping in the Solent.

The vessel, which has a capacity of 13,892 teu, came to rest with her stern in the sand and her rudder visible. Immediately following the grounding the port of Southampton Vessel Traffic Services dispatched eight tugs to the site; *Lomax*; *Phenix*; *Apex*; *Svitzer Ferriby*; *Svitzer Alma*; *Svitzer Sarah*; *Svitzer Eston* and *Svitzer Bargate* to provide any assistance that may be required. The vessel was refloated two hours later, shortly after midnight, with the assistance of the attending tugs and was subsequently towed into the Southampton Container terminal where she berthed at 3am on 14 February 2016.

During the incident ferry services between the Isle of Wight and the mainland were suspended and several vessels were prevented from either departing or heading into the port of Southampton. Following her arrival at Southampton, preliminary inspections revealed that the vessel had not suffered any hull damage or leaks and that her watertight integrity had been maintained and she departed the port for Hamburg at 1655 hours yesterday.

The *APL Vanda* grounding is the second incident in the past week involving an ultra large container vessel (see our feature casualty last week). Whilst both incidents ended well, there remains some degree of concern that salvors simply do not have the resources available to salve such large vessels in the event the exercise of simply using tug power is not an option or has been exhausted.

NEW CASUALTIES



American Eagle

Fishing vessel, IMO 8974398, Built 2002, 2,380 gt

Date of Casualty 10 February 2016

Type of Casualty Caught fire 1,800 miles south of the Hawaiian Islands. A commercial tanker Fong Seong 888 responded to assist and recovered the crew of 42 who had abandoned the vessel into life-rafts. The tanker remained in attendance and the Master and eight crew then re-boarded and were able to extinguish the fire. They were able to restore generator power and communications. Sister-ship American Victory is proceeding to the scene.

Type of Claim Fire damage claim

P&I Skuld



Dunav 3

Self-propelled barge, No other detailst

Date of Casualty 10 February 2016

Voyage Voyage to Belgium

Cargo 700 m³ of sunflower seeds

Type of Casualty Grounded on the Main. The vessel was pulled free the following day.

Type of Claim Possible salvage type claim

P&I Gard

Maersk Detroit

Fully cellular containership, IMO 9333034, Built 2008, 80,000 dwt

Date of Casualty 10 February 2016

Voyage Algeciras, Spain to Port Said, Egypt

Cargo General containerised cargo

Type of Casualty Two containers fell during cargo operations at Algeciras and smashed into a bunker barge operating alongside the vessel.

Type of Claim Cargo and container loss and damage to the barge

P&I Standard Club



Nave Jupiter

Combined chemical and oil tanker, IMO 9657038, Built 2014, 49,999 dwt

Date of Casualty 11 February 2016

Voyage Bonny, Nigeria to order

Cargo Unknown product

Type of Casualty Piracy attack approximately 50 nm off Bayelsa, Nigeria. The crew sought refuge in the citadel and the pirates abandoned their attempt.

Type of Claim None likely – for info only

P&I UK Club

Nort

Reefer, IMO 8138724, 495 gt

Adex – Fishing vessel, IMO 8414386, 570 grt

Date of Casualty 11 February 2016

Type of Casualty Disappeared in the Sea of Okhotsk on 130 nautical miles North-West off Paramushir island in Kuril Archipelago. The reefer was operating to collect product from the Adex and other fishing vessel. Debris has been found in the area.

Type of Claim Possible total loss and loss of life claims

Herbilan Success

Fully cellular containership, IMO 9324978, Built 2007, 13,799 dwt

Date of Casualty 11 February 2016

Voyage Colombo, Sri Lanka to Yangon, Myanmar

Cargo General containerised cargo

Type of Casualty Disabled and adrift in the Bay of Bengal some 40 miles off the northern tip of Smith Island, part of the Andaman islands.

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

P&I Lodestar Marine

Taihua Venture

Product tanker, IMO 9538244, Built 2008, 6,600 dwt

Alam Molek – Bulk carrier, IMO 9717072, Built 2014, 58,074 dwt

Date of Casualty 12 February 2016

Voyage Singapore to Zhoushan, China / Singapore to Milner Bay, Australia

Cargo No details

Type of Casualty Collision at the Singapore West Jurong Anchorage. The *Taihua Venture* was taking on bunkers at the time.

Type of Claim Collision damage claim

P&I RaetsMarine BV / Skuld

Prospera

Product tanker, IMO 9081265, Built 1995, 9,990 dwt

Date of Casualty 12 February 2016

Voyage Kaohsiung, Taiwan to Unknown destination

Cargo No details

Type of Casualty Disabled and adrift north-north west of Uotsuri Shima, Japan.

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

Azula

Tanker, 577 dwt, No other details

Date of Casualty 12 February 2016

Voyage Surabaya to Agats, Indonesia

Cargo Building materials

Type of Casualty Sank in a position off the Aswetsj River estuary in the Arafura Sea. All crew members appear to have been lost.

Type of Claim Total loss and loss of life claims

Emma Maersk

Fully cellular containership, IMO 9321483, Built 2006, 156,907 dwt

Date of Casualty 13 February 2016

Voyage n/a

Cargo In ballast

Type of Casualty Began to drag at anchor whilst off Brest in bad weather. The Master headed for open seas and waited for assistance. The vessel was later taken into Brest where she entered drydock.

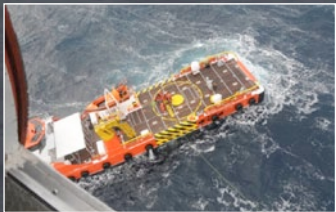
Type of Claim Unlikely – for info only

P&I Britannia

Further casualties overleaf

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NEW CASUALTIES - Continued - edition (151)



Esnaad 715 ▣

Offshore vessel, IMO 9673355, Built 2015, 350 dwt

Date of Casualty 13 February 2016

Voyage Netherlands to Abu Dhabi, UAE

Cargo n/a

Type of Casualty Suffered water ingress following a blackout 50 nm off La Coruna, Spain. The crew were airlifted from the vessel. The Spanish Coastguard and a salvage tug attended.

Type of Claim Possible salvage and damage claim

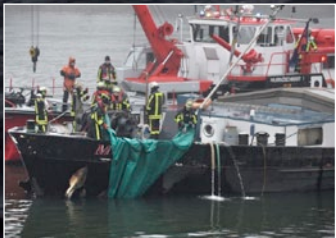
Galileo

Catamaran, No other details

Date of Casualty 13 February 2016

Type of Casualty Got into distress 28 miles off the coast of Durban, South Africa, near the Aliwal Shoal. The vessel was towed to Durban.

Type of Claim Possible salvage type claim



Malesri ▣

Self propelled barge, 1246 ts

Date of Casualty 14 February 2016

Voyage to Duisburg, Germany

Cargo Scrap metal

Type of Casualty Suffered damage whilst on the Ruhr off the lock Pontwert and began to take on water. Rescue services responded and the water ingress was brought under control.

Type of Claim Possible salvage type claim

Nusantara Albar

Combined chemical and oil tanker, IMO 8317411, Built 1983, 6,703 dwt

Date of Casualty 14 February 2016

Voyage Jakarta to Dumai, Indonesia

Cargo No details

Type of Casualty Reported to be sinking 27 miles east of Dumai in the Malacca Strait. Most of the crew abandoned the vessel. One crew member died.

Type of Claim Possible salvage, Loss of cargo and loss of life claim

CWind Endurance

High speed craft, No other details

Date of Casualty 14 February 2016

Type of Casualty Suffered an engine room fire whilst at Dover Western Docks. Kent Fire and Rescue Services attended and assisted with extinguishing the fire.

Type of Claim Fire damage claim

Xetha Bhum

Fully cellular containership, IMO 9046411, Built 1993, 938 dwt

Date of Casualty 14 February 2016

Voyage Bangkok, Thailand to Singapore

Cargo General containerised cargo

Type of Casualty Allided with the embankment at Lan Khon Muang on Chao Praya river, Bangkok. Following a loss of control. [Click here for video.](#)

Type of Claim Allision damage claim

P&I Standard Club

LOF NEWS

Infinity V

Bulk carrier, IMO 9445679, Built 2011, 57,346 dwt

Date of Casualty 3 February 2016 – Late Notification

Voyage Odessa, Ukraine to Chittagong, Bangladesh

Cargo Wheat

Type of Casualty Suffered engine failure and required assistance. We understand Megalohari, Greek salvors, were appointed to assist the vessel under the LOF contract and towed the vessel to Piraeus on 13 February 2016.

Type of Claim LOF salvage claim

P&I West of England



Marie Lehmann

General cargo with container capacity, IMO 8707783, Built 1987, 3,017 dwt

Date of Casualty 15 February 2016

Voyage Plymouth, UK to Kaliningrad, Russia

Cargo No details

Type of Casualty Allided with the jetty at Kaliningrad. The vessel was holed.

Type of Claim Allision damage claim

P&I Gard

Recife Knutsen

Product tanker, IMO 9499888, Built 2011, 105,928 Det

Date of Casualty 15 February 2016

Voyage Rio de Janeiro to Sao Sebastiao, Brazil

Cargo No details

Type of Casualty Ran aground approaching Sao Sebastiao, Brazil.

Type of Claim Possible salvage claim

P&I Gard

Stena Transporter ▣

Passenger ro-ro, IMO 9469376, Built 2011, 8,423 dwt

Date of Casualty 15 February 2016

Type of Casualty Fire on one of the car decks. The vessel docked in Rotterdam and local fire-fighters attended.

Type of Claim Fire damage claim

P&I Gard



Q Varl

Fishing vessel, 85 gt, No other details

Date of Casualty 15 February 2016

Type of Casualty Water ingress three miles off Portpatrick. The vessel was towed to Portpatrick.

Type of Claim Possible damage and salvage type claim

River Navigator ▣

River cruise ship, Built 2002

Date of Casualty 16 February 2016

Type of Casualty Collided with an unnamed tank barge and then ran aground. The vessel suffered a breach at her hull and lost part of her diesel fuel.

Type of Claim Collision damage claim and clean up operations

Emily Anne

Tug, 100 dwt, No other details

Date of Casualty 16 February 2016

Type of Casualty Sank in the North Channel to Boston Harbour.

Type of Claim Total loss and/or wreck removal

Loyalty Express

General cargo vessel, IMO 7007514, Built 1970, 1,074 dwt

Date of Casualty 16 February 2016

Voyage No details

Cargo In ballast

Type of Casualty Engine breakdown four miles west of Bremangerlandet in stormy weather. The lifeboat *Halidan Grieg* responded and towed the vessel into the port of Måloy.

Type of Claim Possible salvage type claim

CASUALTY FOLLOW-UP

El Faro – editions 132, 133, 134, 136, 138, 139, 143, 145, 147 & 148 – the public Marine Board of Investigation conducted by the US Coast Guard commenced on 16 February 2016 in Jacksonville, Florida. The first hearing, which is expected to take place over a ten day period, will look at the events prior to the loss focusing on the regulatory compliance record of the El Faro, the duties and qualifications of the crew and past operations. Later hearings will review the actual voyage and examine cargo loading, weather conditions and navigation. Meanwhile a second search for further physical evidence will begin sometime in April.

Le Boréal ▣ – editions 138, 139, 142 & 147 – the fire damaged cruise ship arrived at Las Palmas on 11 February on the Chinese semi-submersible Kang Sheng Kou. Owners Ponant have yet to announce where the vessel will be repaired.

Nyfjell – edition 141 – repairs to the grounding damage which occurred on 4 December 2015 have been completed and the vessel has since left Ølen for Haugesund.

Umoe Ventus – editions 144 & 148 – the wreck of the vessel was raised by salvors on 13 February 2016 and placed on a barge which was taken to Horsens. Salvors still have to clean to beach of debris.

Koningsborg – edition 145 – repairs to the general cargo vessel have been completed in Brest and the vessel departed on 11 February heading for Bierte, Tunisia. The vessel had suffered

propulsion issues and a loss of cargo on 31 January 2016.

Evert Prahm – editions 146 & 147 – repairs to the bulk carrier, which was damaged when she collided with the transporter bridge in Rendsburg, were completed on 10 February 2016. The vessel headed for Rostock as her first port of call.

Sea Worker – edition 149 & 150 – following an improvement in the weather salvors have taken steps to begin draining the fuel from the upturned platform. By 15 February over one third of the oil had been removed but the operation was interrupted on 16 February due to bad weather.

Condor – edition 150 – the wreck of the fishing vessel has been located on the seabed by the survey ship Deneb. Divers have surveyed the vessel with a view to assisting the investigation into its sinking. The wreck is to be removed by salvors once prosecutor have completed their investigations.

CSCL Indian Ocean – edition 150 – further to our feature report last week, we understand the commercial contract to refloat the ultra large container ship was a joint contract with Kotug and Smit Salvage. The operation involved some 26 vessels and oil surveillance aircraft. The vessel completed loading discharge and operations in Hamburg on 10 February and after being cleared to sail departed the port bound for Rotterdam at 2 am on 12 February. This suggests there will be no declaration of General Average despite significant costs incurred in the refloating operation.



Access all our previous casualty newsletters here

