

### FEATURE CASUALTY

## New Katerina

Bulk carrier, IMO 9138953, Built 1997, 170,082 dwt

**Date of Casualty** 25 February 2016

**Voyage** Yuzhnyi, Ukraine to Qingdao, China

**Cargo** Iron ore

**Type of Casualty** Grounding

**Type of Claim** Hull damage, possible cargo damage, salvage claim and/or General Average declaration

**P&I** American Club

On 25 February at approximately 13.30 hours the 1997 built bulk carrier, *New Katerina*, suffered rudder failure and ran aground just north of Ismailia whilst transiting the Suez Canal. She remains aground.

The vessel, which was laden with a cargo of iron ore bound for China, had been travelling in a southbound convoy and crossing the canal when the rudder failure occurred. Reports suggest the Master intentionally ran the vessel aground to avoid a more serious incident, perhaps avoiding a collision with other vessels using the waterway. If it proves the vessel was grounded intentionally any

damage incurred would be considered sacrifice damage in a General Average scenario. The vessel struck the canal embankment and suffered a 12 metre breach causing water ingress forward with several ballast tanks and compartments flooded. The vessel trimmed heavily forward with the incoming water. After completing a preliminary survey the Suez Canal Authorities dispatched two tugs to try to refloat the vessel quickly but these were unsuccessful. Ardent Salvage are we understand presently on site assisting with the salvage operations. Salvors are taking steps to weld the holes and pump water from the damaged compartments. It is likely the vessel will have to be lightered.

We understand that whilst salvage operations are continuing the terms of any assistance remain under discussion. There has been some escape of oil from the vessel although this has been contained by booms. The waterway was initially closed to vessels in both directions whilst an assessment of the vessel was undertaken. It has since reopened. Over 200 ships have passed by the grounded vessel.

The vessel is managed by Greek company New Shipping Limited who are also the technical managers of the *New Mykonos* which is presently the subject of LOF salvage services being performed by Smit Salvage.



### NEW CASUALTIES

#### Lady Nora

General cargo vessel, IMO 9243851, Built 2001, 3,002 dwt

**Date of Casualty** 23 February 2016 – Late Notification

**Voyage** Wisbech, UK to Flushing, Netherlands

**Cargo** No details

**Type of Casualty** Collided with two unnamed craft and pontoons at Sutton Bridge on the River Nene. Two people were slightly injured.

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

**P&I** Steamship Mutual



#### Yusho Angel II

General cargo vessel, IMO 9238648, Built 2000, 2,768 dwt

**Date of Casualty** 23 February 2016 – Late Notification

**Voyage** Kaohsiung to Fukuyama, Japan

**Cargo** No details

**Type of Casualty** Allided with a pier during berthing manoeuvres at Taichung following steering failure. The vessel was holed in her port-side.

**Type of Claim** Allision damage claim

#### Delphinus

Fully cellular containership, IMO 9137844, Built 1997, 6,850 dwt

**Date of Casualty** 24 February 2016

**Voyage** Santo Tomas de Castilla,

Guatemala to Port Everglades, USA

**Cargo** General containerised cargo

**Type of Casualty** Suffered engine failure in the Yucatan Channel 35 nm west of Cuba. A salvage tug provided towage assistance.

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

**P&I** Steamship Mutual

#### Alkimos Heracles

Bulk carrier, IMO 9668881, Built 2014, 82,191 dwt

**Date of Casualty** 24 February 2016

**Voyage** Tubarao, Brazil to Villa Constitución, Argentina

**Cargo** 49,500 m/t of iron ore

**Type of Casualty** Ran aground on the Rio de La Plata, 10 miles off the La Plata coast. Tugs were hired to assist but the vessel was able to refloat under her own power. She was then towed/escorted (not clear) to a safe anchorage.

**Type of Claim** Possible salvage type claim

**P&I** UK Club

#### Quang Dinh 36

General cargo vessel, IMO 9511193, Built 2008, 1,921 dwt

**Date of Casualty** 25 February 2016

**Voyage** Local to Vung Tau, Vietnam

**Cargo** No details

**Type of Casualty** Grounded in the South China Sea off Spratley. The vessel was holed and suffered water ingress into one of her cargo holds.

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

#### Yun Hai

Passenger ship, No other details

**Date of Casualty** 25 February 2016

**Voyage** Fuzhou, China to Indonesia

**Cargo** None

**Type of Casualty** Grounded on a reef 4.6 nm southeast of Penghu island in the Taiwan Strait following a loss of power during stormy weather. All crew were airlifted from the vessel. The vessel had been recently sold to new owners in Indonesia

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



#### Carolina Queen III

Fishing vessel, No other details

**Date of Casualty** 25 February 2016

**Type of Casualty** Ran aground near the East Rockaway Inlet off Queens, New York following water ingress. The crew had to be airlifted off the vessel.

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

Further casualties overleaf



#### Sumber Mitra Kencana 1

Product tanker, IMO 9439993, Built 2007, 3,116 dwt

**Date of Casualty** 25 February 2016

**Voyage** Jakarta to Gresik, Indonesia

**Cargo** 1,800 m/t of palm oil

**Type of Casualty** Engine room fire whilst at anchor off Gresik. One crew member was injured and hospitalised.

**Type of Claim** Fire damage claim and crew

#### Elsava

Self-propelled barge, IMO 4403770, Built 1963, 1606 dwt

**Date of Casualty** 26 February 2016



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**Voyage** Unknown to Wurzburg, Germany

**Cargo** No details

**Type of Casualty** Ran aground on the shore at Sendelbach. The vessel was refloated by the ice breaker *Angermünde*.

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



## San Gabriel ▣

Tug, Built 1990, 158 gt

**Date of Casualty** 26 February 2016

**Type of Casualty** Caught fire whilst moored at the Lyondell Basell refinery, Houston.

**Type of Claim** Fire damage claim

P&I Steamship Mutual

## Raysut I

Bulk cement carrier, IMO 7821879, Built 1979, 8,830 dwt

**Date of Casualty** 26 February 2016

**Voyage** Mukalla, Yemen to Salalah, Oman

**Cargo** 6,000 m<sup>3</sup> of cement

**Type of Casualty** Fire in the accommodation block.

**Type of Claim** Fire damage claim



## Xin Ri 6/Lujiaoyu 60968 ▣

*Xin Ri 6* – Bulk carrier, No other details

*Lujiaoyu 60968* – Fishing vessel, No other details

**Date of Casualty** 27 February 2016

**Voyage** Zhoushan to Qingdao, China / n/a

**Cargo** No details

**Type of Casualty** The vessels were in collision off Qingdao in the Yellow Sea. The fishing vessel sank with the loss of her ten crew.

**Type of Claim** Collision damage and loss of life claims



## Tina ▣

Fully cellular containership, IMO 9277383, Built 2003, 8,634 dwt

**Date of Casualty** 28 February 2016

**Voyage** Åhus, Sweden to Bremerhaven, Germany

**Cargo** General containerised cargo

**Type of Casualty** Grounding on the Kiel Canal near Holtenau. The vessel was refloated using tug assistance.

**Type of Claim** Possible salvage type claim



## Sandnes ▣

Bulk carrier, IMO 9306029, Built 2005, 27,711 dwt

**Date of Casualty** 28 February 2016

**Voyage** Hamburg, Germany to Jelsa, Norway

**Cargo** In ballast

**Type of Casualty** Ran aground on the Elbe off Bankeneser near Hamburg, Germany. The vessel had just left the Sietas Yard in Hamburg-Neuenfelde after routine maintenance and was proceeding to Norway to load gravel. She was refloated by tugs.

**Type of Claim** Salvage type claim

P&I Gard

## Ivan Ryabov/Ice Eagle

*Ivan Ryabov* – General cargo vessel with container capacity, IMO 7942348, Built 1979, 6,070 dwt

*Ice Eagle* – Product tanker, IMO 9171175, Built 2000, 19,740 dwt

**Date of Casualty** 28 February 2016

**Voyage** Sabetta to Archangel, Russia / Sabetta to Murmansk, Russia

**Cargo** No details

**Type of Casualty** The vessels were in collision whilst in an ice convoy on the Kara Sea.

**Type of Claim** Collision damage claim

P&I UK Club / Skuld

## Swarna Bahtera

Vehicle carrier, IMO 8905165, Built 1989, 2,181 dwt

**Date of Casualty** 28 February 2016

**Voyage** Nusatara Parepare to Balikpapan, East Kalimantan, Indonesia

**Cargo** Trucks of general cargo

**Type of Casualty** Loss of stability whilst at Nusatara Parepare port, South Sulawesi. The vessel, which was carrying hundreds of passengers and trucks, took on a 30° list.

**Type of Claim** Salvage type claim

## Shin Chun

Fully cellular containership, IMO 8611790, Built 1987, 4,808 dwt

**Date of Casualty** 28 February 2016

**Voyage** Fuzhou, China to Kaohsiung, Taiwan

**Cargo** General containerised cargo

**Type of Casualty** Collided with an unnamed fishing boat off Kezalliao. The fishing boat capsized with the loss of her crew.

**Type of Claim** Collision damage and loss of life claims

P&I Britannia

## LC Mahalia ▣

Landing craft, 214 gt

**Date of Casualty** 29 February 2016

**Type of Casualty** Capsized following a cargo shift and sank near the Vanuatu islands of Efate and Erromango. The crew members were able to evacuate into life-rafts.

**Type of Claim** Total loss claim

## LOF NEWS

### New Mykonos

Bulk carrier, IMO 9135688, Built 1997, 161,121 dwt

**Date of Casualty** 28 February 2016


**Voyage** Richards Bay, South Africa to Visakhapatnam, India

**Cargo** Coal

**Type of Casualty** Aground off Talagnaro, Madagascar. Smit Salvage have been contracted under the LOF contract.

**Type of Claim** LOF Salvage claim

P&I American Club

Access all our previous casualty newsletters here 

### Vicount

Combined ore and oil carrier, IMO 7611212, Built 1975, 3,373 dwt

**Date of Casualty** 1 March 2016

**Voyage** Astrakhan, Russia to Bandar Anzali, Iran

**Cargo** Metal

**Type of Casualty** Ran aground whilst departing Astrakhan.

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

### Bao Jiang 88

Bulk carrier, 2,937 gt

**Date of Casualty** 1 March 2016

**Voyage** Ningbo to Nanjing, China

**Cargo** 4,600 m<sup>3</sup> of iron ore

**Type of Casualty** Capsized and sank off Yangshan Port, Shanghai. All crew members evacuated safely.

**Type of Claim** Total loss claim



## CASUALTY FOLLOW-UP



**Rena** – editions 124 & 130 – after a 20 day hearing and consideration of 23 technical reports and 151 submission papers, the New Zealand authorities have granted permission for what is left of the containership to be allowed to remain in situ on Astrolabe Reef. The salvage costs associated with the grounding of the vessel in October 2011 have cost in excess of USD500million. 1,107 containers and 1,467 m<sup>3</sup> of oil were recovered. The final stage of the clean-up operation is expected to be completed in March and it is hoped thereafter that an access plan to encourage safe and responsible public access to the reef will be agreed.

**Atlantic Erie** – editions 94 & 95 – the Transportation Safety Board of Canada has determined that ineffective visual navigation contributed to the grounding of the bulk carrier at the Îles de la Madeleine, Quebec on 11 January last year. The TSB found that the bridge team used buoys as the primary method for navigating and did not use all available navigational equipment to verify and monitor the vessel's position. They were also using an outdated electronic chart which no longer accurately displayed the channel or buoy

positions and had prepared an incomplete passage plan.

**City of Rotterdam** – editions 141 & 146 – repairs of the damage suffered in the collision with the *Primula Seaways* were completed on 28 February 2016. The vessel departed for Zeebrugge and has then proceeded to Esbjerg.

**Klipper** – edition 148 – the salvage of the barge was finally completed on 25 February. All sections were raised by the *Heolift 5* and placed in the hold of the barge *Beugen*. The convoy then headed to Rotterdam.

**Modern Express** – editions 148, 149, 150 & 152 – the owners of the vehicle carrier have declared General Average.

**Aurora Australis** ▣ – edition 153 – the Australian Antarctic Division confirmed that the icebreaker suffered a hull breach in the grounding which occurred last week but the vessel's stability was not compromised. The vessel was refloated on 26 February following deballasting operations and with the use of local tugs.

**Saputi** ▣ – edition 153 – work has begun to dispose of about 400 m<sup>3</sup> of fish which has begun to rot whilst in the hold of the fish factory. All packaging must be burned and the fish dumped at sea.

