

Roose + Partners

Casualty Newsletter 156

23rd March 2016

FEATURE CASUALTY

Selvaagsund

General cargo vessel with container capacity, IMO 9052678, Built 1993, 2,246 dwt

Date of Casualty 22 March 2016

Voyage Floro, Norway to Rostock, Germany

Cargo Gravel

Type of Casualty Grounding

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

P&I Hydor AS

In the early hours of 22 March 2016, the general cargo vessel *Selvaagsund* ran aground on the west coast of Norway in Ytre Solund close to Sumarsoyna. As a result of the grounding the vessel sustained significant damage to her bow. Two water ballast tanks were breached leading to water ingress and the vessel developed a significant port list. The 1993 built *Selvaagsund* was in the course of a loaded voyage from Floro to Rostock in Germany when the grounding occurred. Immediately following the grounding the eight strong crew took steps to try to control the water ingress using the vessel's bilge pumps. The crew also repositioned an excavator/dredger to the

starboard of the ship and swung the arm over the side in an attempt to reduce the port list.

Norway's Joint Rescue Coordination Centre, which was advised of the grounding at 3.20 am, dispatched the lifeboat *Kristian Gerhard Jepsen* to the scene with a team of divers to assess the nature and extent of the hull damage. The Coast Guard also provided submersible pumps to try to control the water ingress. The Coast Guard vessel *Tor* and the *Silax*, from Bergen, were also sent to assist. The *Tor* also provided additional pumps.

The vessel ran aground at low tide when the water level was reported to be just 38 centimetres. After divers temporarily patched the damage to the hull, the vessel was refloated on the rising tide at 11.30am this morning by the *Tor* and *Silax*. The vessel was then taken in tow back to Floro where she will undergo a further survey and repairs.

The vessel is operated by Berge Rederi which company focuses primarily on the transport of aggregates. The cause of the grounding is under investigation.



NEW CASUALTIES

Miracle

Yacht, Built 2000

Date of Casualty 14 March 2016 - Late Notification

Type of Casualty Caught fire whilst in the Atlantic 70 miles north of Puerto Rico's Mona Island. The passengers were all evacuated safely. The fire was extinguished and the partially submerged yacht was towed to Anasco, Puerto Rico.

Type of Claim Fire damage and possible salvage claim



Positive Energy

Yacht, Built 2004

Date of Casualty 15 March 2016 - Late Notification

Type of Casualty Caught fire whilst moored at the Charlotte Amalie harbour in St. Thomas

Type of Claim Total loss claim

Haoda 6

General cargo vessel, IMO 8864282, Built 1992, 2,338 dwt

Date of Casualty 15 March 2016 - Late Notification

Voyage Yokohama, Japan to Taizhou, China

Cargo No details

Type of Casualty Suffered an fire in the engine room whilst off Ningbo in China. The crew were rescued and the fire was extinguished by the Coast Guard.

Type of Claim Fire damage claim

P&I RaetsMarine



Kristin - GK 457

Fishing vessel, Built 1965, 400 gt

Date of Casualty 16 March 2016

Type of Casualty Disabled and drifting off the western tip of Iceland. The Icelandic Coast Guard ship *Thor* towed the vessel to Reykjavik.

Type of Claim Possible salvage claim

Ursula Klaus

Self-propelled barge, 1,500 ts

Date of Casualty 17 March 2016

Voyage Ghent, Belgium to Terneuzen, Netherlands

Cargo No details

Type of Casualty Suffered water ingress at the Scheepen Dike. Part of the cargo was lightered and Multtraship Salvage and Towage then dewatered the towed it to a shipyard for repairs.

Type of Claim Possible salvage claim



Petrobras 48

Floating production tanker, IMO 7326908, Built 1973, 273,622 dwt

Date of Casualty 17 March 2016

Type of Casualty Suffered a fire as production was being shut down whilst in the Barracuda-Caratinga field in the Campos Basin northeast of Rio de Janeiro.

Type of Claim Fire damage and injury claims

P&I Gard

Saeftinge

Self-propelled barge, 1,076 ts

Date of Casualty 17 March 2016

Voyage Spelle to Bergeshövede, Germany

Cargo In ballast

Type of Casualty Allided with a bridge over the Dortmund-Ems-Canal in Altenrheine causing damage to the wheelhouse.

Type of Claim Allision damage claim

Lidia

Bulk carrier, IMO 9571624, Built 2013, 34,931 dwt

Date of Casualty 17 March 2016

Voyage Gibraltar to Nantes, France

Cargo No details

Type of Casualty Grounded on the Loire. The vessel was refloated with the assistance of three tugs.

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

P&I North of England

Further casualties overleaf



Marc Jasson II

General cargo vessel, No other details

Date of Casualty 17 March 2016

Voyage No details

Cargo Nickel ore

Type of Casualty Sank off Palawan. All crew were safe

Type of Claim Salvage claim

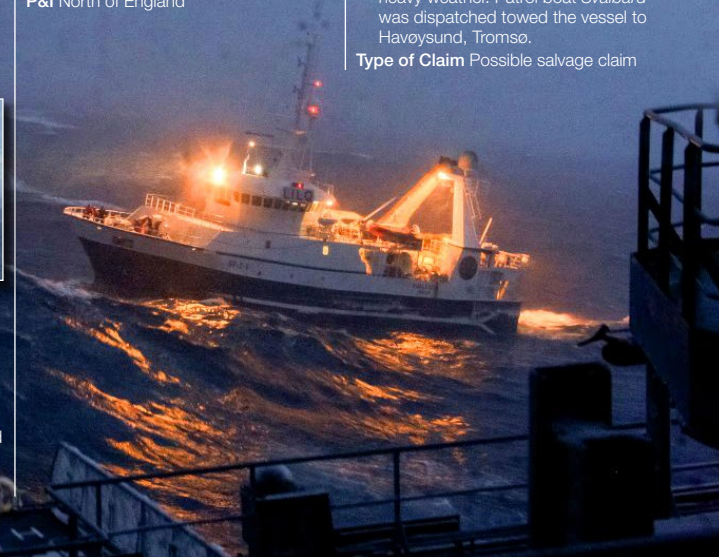
Kvalstein

Fishing vessel, IMO 9168104, Built 1996, 840 gt

Date of Casualty 17 March 2016

Type of Casualty The vessel experienced engine failure 300 miles north of the Norwegian coast in heavy weather. Patrol boat *Svalbard* was dispatched towed the vessel to Havøysund, Tromsø.

Type of Claim Possible salvage claim



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NEW CASUALTIES - Continued - edition (156)

Vitin/Schelde Highway

Vitin - General cargo vessel with container capacity, IMO 9006289, Built 1992, 3,710 dwt

Schelde Highway - Vehicle carrier, IMO 9065405, Built 1993, 3,222 dwt

Date of Casualty 18 March 2016

Voyage Sandnes, Norway to Emden, Germany / Emden, Germany to Grimsby, UK

Cargo No details / Vehicles

Type of Casualty The *Schelde Highway* suffered a rudder failure and collided with the *Vitin*. Both vessels were on crossing routes and proceeding in opposite directions on the Ems river. The *Vitin* suffered significant damage.

Type of Claim Collision damage claim

P&I No details / Japan Shipowners



Empire/Paula Anna

Empire - Fully cellular containership, IMO 9387425, Built 2009, 19,800 dwt

Paula Anna - General cargo vessel with container capacity, IMO 9507142, Built 2012, 5,465 dwt

Date of Casualty 19 March 2016

Voyage Bremerhaven, Germany to Gdansk, Poland / Põmu, Estonia to St. Nazaire, France

Cargo Containerised cargo / No details

Type of Casualty The *Paula Anna* collided with the *Empire* which was stopped on the Kiel Canal at Breiholz west of Rendsburg. The *Empire* suffered only slight damage whereas the *Paula Anna* had significant damage.

Type of Claim Collision damage claim

P&I No details / Hydor AS

Sormovskiy 3063

General cargo with container capacity, IMO 8702240, Built 1989, 3,721 dwt

Date of Casualty 19 March 2016

Voyage Rostov, Russia to Beirut, Lebanon

Cargo Grain

Type of Casualty Dragged at anchor and

ran aground off Rostov-on-Don.

Type of Claim Possible hull damage and salvage claim



Lira

General cargo vessel with container capacity, IMO 8516744, Built 1985, 3,078 dwt

Date of Casualty 19 March 2016

Voyage Samsun, Turkey to Taganrog, Russia

Cargo No details

Type of Casualty Struck a bridge support of the Kerch Bridge which is under construction.

Type of Claim Allision damage claim

P&I Standard Club

Pacific Dawn

General cargo vessel with container capacity, IMO 9558464, Built 2010, 3,750 dwt

Date of Casualty 19 March 2016

Voyage Harlingen, Netherlands to Paldiski, Estonia

Cargo No details

Type of Casualty Reported to have run aground off Harlingen, Netherlands following engine failure. The owner has since denied there was a grounding.

Type of Claim Possible salvage type claim

Selvamatha

General cargo vessel, MMSI 419801380, **Date of Casualty** 21 March 2016

Voyage Beypore to Lakshadweep, India

Cargo No details

Type of Casualty Sank in the Laccadive Sea some 70 miles west of the coast of Kerala

Type of Claim Possible wreck removal or salvage claim



Ariadne - L 303

Fishing vessel, IMO 9298002, Built 2004, 1,286 dwt

Date of Casualty 21 March 2016

Type of Casualty Developed a list to starboard whilst at the Svanholm Quay in the port of Thyboron.

Type of Claim Possible damage claim

Heng Shun Da 78

Tanker, No other details

Date of Casualty 21 March 2016

Voyage No details

Cargo Acetylene

Type of Casualty Suffered an explosion of acetylene gas whilst anchored at Shandong Weifang outer anchorage, Longkou, China, Bohai Sea. Four crew members were injured.

Type of Claim Hull damage and crew claims

Sparna

Bulk carrier, IMO 9317353, Built 2006, 54,881

Date of Casualty 21 March 2016

Voyage Portland, USA to Otaru, Japan

Cargo Grain

Type of Casualty Grounded in the main channel of the Columbia River and suffered water ingress. The vessel was refloated with the assistance of two tugs

LOF NEWS

Alkimos Herakles - edition 153 - we have received a late notification of an LOF contract involving salvage services to the bulk carrier (IMO 9668881, Built 2014, 82,191 dwt) carried out by Tsavilris Salvage following the grounding of the vessel on the River Plata. The vessel which was carrying iron ore refloated under her own power after tugs had been contracted. She was then towed/ escorted to a safe anchorage.

Access all our previous casualty newsletters here

and anchored close by for repairs. The vessel was outbound and had a river pilot on board at the time of the grounding.

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

P&I Japan Shipowners



KM Bunga Melati XV

General cargo vessel, IMO 8011110, Built 1980, 2,300 dwt

Date of Casualty 22 March 2016

Voyage Sorong to Tarjun, Indonesia

Cargo 2,400 tons of cement

Type of Casualty The vessel was holed when she struck a reef near the port of Tagulandang, Tagulandang island, Indonesia. She proceeded into the port for refuge where she sank.

Type of Claim Hull damage, cargo loss and salvage claim

CASUALTY FOLLOW-UP



Siderfly - editions 33, 35 & 40 - 2½ years after the collision between the *Siderfly* and the *Coral Ivory* on the Kiel Canal which led to the scrapping of the *Siderfly* due to the extensive damage, the Federal Institute of Maritime Casualty Investigation (BSU) has determined that poor communication contributed to ship loss. Changes have been implemented to improve communications between pilots, Masters and the Traffic Control Centre.

Ocean Drover - editions 82 & 86 - the Australian Transport Safety Bureau has advised that they have been unable to determine the cause of the blaze on board the empty livestock carrier due to the extensive damage. The fire began in a centrally located forward cabin on the upper deck as preparations were being made to load cattle.

Hoegh Osaka - editions 93, 94, 95, 96 & 147 - the Marine Accident Investigation Branch (MAIB) report into the listing and subsequent grounding of the vehicle carrier has been published. Click [here](#) to read the MAIB findings.

Barbie - edition 145 - the owners of the yacht have received USD20million following the loss of the vessel in January whilst she was moored in a marina in Marmaris. The vessel was insured through Yachtsure24 and Talbot syndicate led the policy.

Loyalty Express - edition 151 - the vessel, which was towed into Måløy in February after suffering engine problems during bad weather off Bremangerlandet and was subsequently detained due, resumed its voyage to Cape Verde on 16 March 2016.

Besiktas Orient - edition 152 - the vessel left Brest for Douarnenez on 21 March 2016 following completion of repairs.



Yunhai - edition 153 - an improvement in the weather enable work to be to drain the oil tanks of the ferry which grounded near the Penghu Islands in the Taiwan Strait commenced on 17 March 2016 under control of the Taiwanese Environmental Protection Administration.

Specialist - edition 155 - the largest crane on the US East coast has been deployed from Virginia to Westchester to raise the wreck of the tug from the Hudson river. Divers have failed to retrieve the last remaining body from the wreck and this will be completed once the tug is raised to the surface. Pollution from the tugs diesel fuel has been very limited.

Albis - edition 155 - lightering of the salt cargo was completed on 20 March and the vessel was finally pulled free by tugs on 21 March 2016. The barge is now under survey.

TS Taipei - edition 155 - the Taiwan Environmental Protection Administration commenced operations to remove the 407 m³ of heavy crude oil from the containership on 17 March 2016. The operation, which is weather dependant, is expected to take 12 days.

Hekla - edition 155 - was refloated by the *Fenja* in the morning of 18 March. The vessel was then berthed at the North Quay in Kolding for inspections and discharge of her cargo.

