

# Roose + Partners

## Casualty Newsletter ⑬

3rd July 2013

### FEATURE CASUALTY

## Omega

Tanker, Built 1990, 46,538 dwt  
Date of Casualty 30 June 2013  
Voyage Ras Isa, Yemen, to Suez,  
Cargo Crude oil

Type of Casualty Engine failure at the entrance to the Gulf of Suez.

Type of Claim Salvage claim and possible GA declaration

The tanker *Omega* was steaming towards her destination port of Suez, laden with a cargo of crude oil, when she reportedly suffered engine failure on the approach to the Gulf of Suez. She was reported as having restricted manoeuvrability and adrift in a position some 5.1nm from Ras Gharib. We had been advised that the vessel was able to anchor but have not been able to confirm this. The crew were unable to effect repairs and tug assistance was sought. The

owners of the *Omega* entered into a Lloyd's Open Form Salvage contract with Five Oceans Salvage, a Greek salvage company, and they sub-contracted a Bourbon anchor handling supply vessel which was only 30nm from the vessel's position. The vessel was towed to the Port of Suez and remains at anchor at W14, Suez Roads.

The LOF salvors have already presented their demand for salvage security to the salvaged property interests and the until satisfactory security is provided the cargo will not be released to the receivers. Under the LOF contract salvage security must be provided in a form acceptable to the Council of Lloyd's either by persons, firms or companies acceptable to the salvors or resident in the UK and acceptable to the salvors. As such, unless salvors agree to accept direct security, it is necessary for property underwriters to insure their guarantees in London. Roose+Partners can advise and assist in relation to the provision of security in such cases.

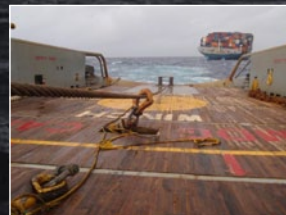


### CASUALTY FOLLOW UP

**MOL Comfort** ■ Edition 14 & 15 – Following the sinking of the aft section, all eyes are now on the salvors' operation to successfully salvage the forward section. Reports that the tow line to the forward section was released were received late on 1 July 2013 and weather conditions were hampering attempts to re-attach the line but the towage connection

was re-established on 2 July. The forward section is now under tow of the "SCI URJA". The Port of Sohar in Oman remains favourite as a port of refuge but salvors may also be considering ports in North West India, which are closer.

**Ostgard** – edition 15 – was assisted by Les Abeilles International under the terms of an LOF Salvage Contract.



### NEW CASUALTIES

#### NOCC Oceanic

Car carrier, Built 2012, 15,770 dwt  
Date of Casualty 23 June 2013  
Voyage Kawasaki, Japan to Balboa, Panama and US  
Cargo Cars

Type of Casualty Confirmed in collision with fishing vessel *Yujin Maru No. 7*, leading to the loss of the fishing vessel.

Type of Claim Collision damage claim and loss of life



#### Minh Tuan 68 ▲

General cargo vessel, Built 2010, 5,083 dwt  
Date of Casualty 29 June 2013  
Voyage n/a  
Cargo Rice

Type of Casualty Grounding during tropical storm. Vessel had been under arrest at anchor in Legaspi roads, Philippines, since Sept 2012 for carrying an illegal shipment of rice. She was refloated on 1 July with the assistance of local tugs.

Type of Claim Possible salvage claim

#### Chun Ying

Fishing vessel, Built 200, 525 gt  
Date of Casualty 26 June 2013  
Voyage n/a  
Cargo Tuna

Type of Casualty Fire 350 nm north of Seychelles. Vessel destroyed and 15 crew are missing in one of the lift rafts.

Type of Claim Total loss and loss of life claims



#### Algorail ▲

Laker, Built 1968, 23,320 dwt  
Date of Casualty 25 June 2013  
Voyage Unknown  
Cargo Salt

Type of Casualty Aground in Saginaw River in downtown Bay City, Saginaw Bay, Lake of Huron

Type of Claim Possible General Average declaration

#### Zhigolevsk 1

General cargo vessel, Built 1965, 2,170 dwt  
Date of Casualty 25 Jun 2013  
Voyage Komarno, Slovakia to Nizhny Novgorod, Russia

Cargo 2,438 m<sup>3</sup> of gravel  
Type of Casualty Collision with two barges under tow of tug *OT-2056* on River Volga. The vessel, which was holed in her steering gear compartment and ran aground, was refloated on 30 June and towed to destination.

Type of Claim Collision claim, salvage and possible GA declaration

#### Ocean Viking

Fishing vessel, details unknown  
Date of Casualty 26 June 2013  
Voyage n/a  
Cargo Fish

Type of Casualty Sinking. Vessel was abandoned and the crew were rescued by a Coast Guard vessel.

Type of Claim Total loss claim

#### Lugano

Bulk carrier, Built 2003, 20,001 dwt  
Date of Casualty 26 June 2013  
Voyage San Lorenzo, Argentina to Sao Francisco do Sul, Brazil

Cargo 18,579 m<sup>3</sup> of wheat  
Type of Casualty Grounding in Rio de La Plata, tugs assisting.

Type of Claim Possible salvage claim, hull damage

#### Saros

Bulk carrier, Built 1985, 512 dwt  
Date of Casualty 29 June 2013  
Voyage Zeytinburnu, Turkey to Evpatoriya, Ukraine

Cargo General cargo  
Type of Casualty Steering gear failure in Istanbul Strait. Vessel was escorted by tugs to anchorage.

Type of Claim Possible salvage claim and GA declaration

#### Perro Negro 6

Drill Platform, Built 2009, 9,627 gt  
Date of Casualty 1 July 2013  
Voyage Drilling Congo River  
Cargo n/a

Type of Casualty A seabed collapse caused damage to the platform, with subsequent water ingress and listing.

Type of Claim Hull damage, possible salvage claim

#### Fu Sheng Hai

Bulk carrier, Built 2010, 3,500 dwt  
Date of Casualty 2 July 2013

Voyage China to Busan  
Cargo 40,000 m<sup>3</sup> of plywood and steel products

Type of Casualty Grounded on approach to Busan Anchorage resulting in breached port side ballast tanks. Nippon Salvage are contracted to provide assistance under a LOF Salvage Contract.

Type of Claim Salvage claim, hull damage

#### Oriental Pioneer/ Atlantic Hero

*Oriental Pioneer* – Bulk Carrier, Built 1996, 69,606 dwt

*Atlantic Hero* – Bulk Carrier, Built 2005, 75,804 dwt

Date of Casualty 2 July 2013

Voyage Paranagua, Brazil to Singapore / Zhanjiang, China to Singapore

Cargo Unknown

Type of Casualty Collision in Singapore. One of the Oriental Pioneer's bunker tanks was holed and 100 m<sup>3</sup> of fuel oil escaped

Type of Claim Collision damage claim, pollution claim



#### And finally – a narrow escape! ▲

The crew of general cargo vessel *Crown Mary*, built 2010, 3,500 dwt, carrying timber bound for Harnosand, Sweden, had a rude awakening on 29 June 2013 when a Coastguard helicopter woke them from their slumbers to warn them that their vessel was about to run aground. The Master had fallen asleep whilst on watch, allegedly intoxicated. The vessel proceeded under the control of a local pilot whilst the Master was held pending an investigation.