

# Roose + Partners

## Casualty Newsletter 165

25th May 2016

### FEATURE CASUALTY

## Siteam Anja

Combined chemical and oil tanker, IMO 9111058, Built 1997, 44,640 dwt

**Date of Casualty** 17 May 2016

**Voyage** San Lorenzo, Argentina to Rio Grande, Brazil

**Cargo** 32,000 cubic metres of soyabean oil

**Type of Casualty** Grounding

**Type of Claim** Hull damage, cargo loss, LOF salvage claim and possible General Average declaration

**P&I** Skuld

The combined chemical and oil tanker *Siteam Anja* ran aground near Isla de Lobos, off Punta del Este, Uruguay on 17 May 2016 after she suffered an engine failure. The vessel was reportedly experiencing problems with her cooling system which prompted the Master to divert the vessel to an anchoring area south of Punta del Este. As the vessel was heading to the anchorage the engine failure occurred and

the vessel began drifting towards the shore. Despite lowering an anchor the vessel drifted aground, coming to rest on rocks. As a result of the grounding the vessel suffered breaches in the hull and water ingress was noted in her double bottoms. The vessel was also reported to have water ingress into her engine room.

The Uruguayan Navy immediately formed a crisis committee to respond to the casualty. Tugs *Matrero* and *Punta del Este*, the support vessel *Audax* and the naval ship *Vanguardia* were dispatched to the site. The tanker, which was loaded with a cargo of soya bean oil bound for Rio Grande, was later surveyed and found to be aground over 50 metres with two cracks in her hull across 30-40 metres. She is sitting on two rock forward and aft. Despite the cracks, only her outer shell was damaged by the grounding. As such there was no loss of the very valuable cargo. Despite this booms were placed around the vessel to prevent the possibility of any pollution from the vessel's bunkers as the grounding site is very close to the popular tourist resort of Punta del Este. The vegetable oil cargo is not thought to pose any serious threat as it is biodegradable but local biologists are reported to have expressed concern that it could affect the local sea lion population by damaging their waterproof skin, causing them to die of hypothermia.

T&T Salvage have been appointed to provide assistance to the vessel under the Lloyd's Open Form

Salvage Contract. The vessel requires lightering in order to reduce her draft and pull her off the rocks. The intention is to discharge between 7,000 and 10,000 m/t of the cargo in addition to 2,000 m/t of bunkers and 1,000 m/t of water from the bilges. The Service of Oceanography, Hydrography and Meteorology have conducted a bathymetric survey to determine the nature of the seabed around the casualty in order to ensure safe passage for the vessels involved in the salvage operation. The depth of water was found to be seven metres. Work has been undertaken to dewater the engine room bilge and repairs have been carried out both to the hull and the superstructure by T&T Salvage personnel.

Although the weather has remained relatively favourable, there have been some concerns that worsening weather conditions at the site may affect the structural integrity of the tanker. Even without the impact of weather the way the vessel is being held forward and aft will inevitably lead to stresses on the vessel's hull. A lightering tanker *Léon de Mar* has been deployed to the site and was able to get alongside the vessel today.



### NEW CASUALTIES



#### Fong Seong 666 ▣

Fishing vessel,

**Date of Casualty** 12 May 2016 - Late Notification

**Type of Casualty** Ran aground on a reef in the Majuro Atoll, Marshall Islands. The vessel, which had 100 m/t of skipjack tuna on board, was refloated by salvors on 20 May 2016.

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

#### Sagittarius/Mytilus ▣

*Sagittarius* - Yacht, No other details

*Mytilus* - Yacht, No other details

**Date of Casualty** 19 May 2016

**Type of Casualty** In collision near Kalkgrund, Germany. Both vessels suffered severe water ingress. The *Sagittarius* was towed to Flensburg and the *Mytilus* was escorted to a repair yard in Maasholm.

**Type of Claim** Collision damage claim



#### Ventrans

Tank barge, 2584 ts

**Date of Casualty** 20 May 2016

**Voyage** Karlsruhe, Germany to unknown destination

**Cargo** 2,500 m/t of gas oil

**Type of Casualty** Struck the shore whilst manoeuvring in the port of Karlsruhe. The vessel's hull was breached and 2.5 m/t of cargo was lost. The vessel was partially lightered and refloated by another barge. Booms were placed to contain the spill.

**Type of Claim** Hull damage, cargo loss and clean up operation

#### Strilen ▣

Chemical tanker, IMO 9391139, Built 2008, 19,996 dwt

**Date of Casualty** 20 May 2016

**Voyage** Singapore to Busan, Korea

**Cargo** Cattle feed



Further casualties overleaf ▣



# Roose + Partners

## NEW CASUALTIES - Continued - edition (165)

**Type of Casualty** Suffered a fire in the superstructure whilst berthed in Busan. Forty fire engines attended.

**Type of Claim** Fire damage claim  
**P&I** Steamship Mutual

### Autumn Wave/Seeland

*Autumn Wave* - Reefer, IMO 9038335, Built 1993, 13,981 dwt

*Seeland* - General cargo with container capacity, IMO 9228930, Built 2001, 3,132 dwt

**Date of Casualty** 20 May 2016

**Voyage** Helsingborg, Sweden to St. Petersburg, Russia / Lubeck, Germany to Soby, Denmark

**Cargo** No details

**Type of Casualty** In collision south of Gedser. Both vessels suffered some damage although the *Autumn Wave* was allowed to sail following an inspection.

**Type of Claim** Collision damage claim  
**P&I** UK Club / Standard Club

### Ultra Lascar

Bulk carrier, IMO 9727089, Built 2015, 37,429 dwt

**Date of Casualty** 20 May 2016



**Voyage** Topolobampo, Mexico to Stockton, USA

**Cargo** Salt

**Type of Casualty** Suffered a loss of propulsion off San Francisco. Tugs assisted.

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

**P&I** North of England

### Banglar Shikhah/Gagasan Johor

*Banglar Shikhah* - General cargo with container capacity, IMO 8908478, Built 1991, 12,944 dwt

*Gagasan Johor* - Chemical tanker, IMO 9528897, Built 2009, 7,692 dwt

**Date of Casualty** 21 May 2016

**Voyage** None

**Cargo** None/ None

**Type of Casualty** Dragged at anchor and collided at the Chittagong outer Anchorage during Cyclone Roanu. The *Banglar Shikhah* suffered a blackout and was towed to a repair facility. The *Gagasan Johor* had been under arrest and inactive.

**Type of Claim** Collision damage claim  
**P&I** Loderstar / Hydor AS

### AST Legend

Tug, IMO 9309708, Built 2003, 221 dwt

**Date of Casualty** 21 May 2016

**Type of Casualty** Dragged at anchor during cyclone Roanu and grounded on Patenga Beach, Chittagong.

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

**P&I** Shipowners Club

### Heinrich Schepers

Fully cellular containership, IMO 9584475, Built 2012, 10,600 dwt

**Date of Casualty** 21 May 2016

**Voyage** St. Petersburg, Russia to Bremerhaven, Germany

**Cargo** General containerised cargo

**Type of Casualty** Ran aground on the Morskoy Canal fairway. The vessel was refloated with tug assistance.

**Type of Claim** Possible salvage claim  
**P&I** Hydor AS



### Kohu Ra Tuarua

Ferry, Built 1998, 175 gt

**Date of Casualty** 21 May 2016

**Type of Casualty** Allided with a wharf at Kohukohu, New Zealand. The vessel's hull was breached.

**Type of Claim** Allision damage claim

### Constructor Zhivotovskiy/BN-47

*Constructor Zhivotovskiy* - Product tanker, IMO 9640580, Built 2013, 6,998 dwt

*BN-47* - Barge, No other details

**Date of Casualty** 22 May 2016

**Voyage** Rostov to Saratov, Russia

**Cargo** No details

**Type of Casualty** Collided on the River Volga. Both vessels were holed, the tanker on her starboard bow and the barge on her port side.

**Type of Claim** Collision damage claim  
**P&I** Standard Club

### Jamie Marie

Fishing vessel, IMO 8807296, Built 1988, 172 gt

**Date of Casualty** 23 May 2016

**Type of Casualty** Ran aground off the coast of Ocean Shores. The vessel was carrying 300,000 lbs of Pacific Whiting fish.

**Type of Claim** Salvage type claim

Access all our previous casualty newsletters here 



### Coronel

General cargo vessel, IMO 7703259, Built 1978, 2,461 dwt

**Date of Casualty** 23 May 2016

**Voyage** Frederiksvaerk, Denmark to Immingham, UK

**Cargo** No details

**Type of Casualty** Ran aground near Goole on the River Ouse.

**Type of Claim** Possible hull damage  
**P&I** Shipowners Club

### Lone

General cargo vessel, IMO 9458913, Built 2011, 12,501 dwt

**Date of Casualty** 23 May 2016

**Voyage** Fife, Scotland to Hamburg, Germany

**Cargo** No details

**Type of Casualty** Suffered engine failure in the North sea. The vessel was towed into Hamburg.

**Type of Claim** Possible General Average declaration

**P&I** Gard

### Jane Virgo

Landing craft/barge, IMO 9570541, Built 2011, 650 dwt

**Date of Casualty** 25 May 2016

**Type of Casualty** Suspected of colliding with an unnamed fishing vessel which sank. The crew were safe.

**Type of Claim** Collision damage claim



## CASUALTY FOLLOW-UP



**Hellevik** - edition 131 - has been broken up in Fredericia following the fire in Gothenburg in September 2015 after it was determined it would be too costly to repair.

**El Faro** - editions 132, 133, 134, 136, 138, 139, 143, 145, 147, 148, 151, 160 and 162 - Investigators have determined that the vessel received outdated and erroneous weather reports of the track of Hurricane Joaquin. The second week of the hearing focused on the stability and loading of the vessel and testimony was provided in relation to CargoMax a software program designed by Herbert Engineering to calculate load and stability which was in use on the vessel.



**Nordlys** - edition 133 - repairs to the collision damage which occurred in October 2015 have finally been completed with the help of many volunteers.



**Flinterstar** - editions 132, 133, 134, 135, 139, 140, 152 & 161 - the consortium consisting of Herbosch-Kiere NV, Jan De Nul NV Dredging International NV and Scaldis Salvage & Marine Contractors NV have commenced the wreck removal operation which is expected to be completed before the end of the year.

**Sparna** - edition 156, 157 & 158 - after completing temporary repairs to the grounding damage which occurred on 21 March the bulk carrier was permitted to depart for Otaru on 23 May 2016.

