

# Roose + Partners

## Casualty Newsletter 168

15th June 2016

### FEATURE CASUALTY

## Belle Rose

Bulk carrier, IMO 9410600, Built 2011, 50,447 dwt

**Date of Casualty** 13 June 2016

**Voyage** Tsukumi, Japan to San Fernando, Philippines

**Cargo** 48,000 m/t of cement

**Type of Casualty** Ran aground off northern Cebu in the Philippines.

**Type of Claim** Hull damage, salvage claim and reef damage

**P&I** Japan Shipowners

The 183 metre bulk carrier *Belle Rose* ran aground in the Monad shoal, Malapascua Island at the northern tip of Cebu island in the Philippines in the early hours of 13 June 2016. The vessel, which was loaded with a cargo of cement, was on the final part of her voyage from Japan to San Fernando Port in the Philippines when she struck the shoal. The vessel ran over approximately 300 metres of reef before coming to a stop.

Local authorities were alerted to the grounding and dispatched a team to carry out an assessment of the vessel and to ascertain whether she had suffered damage which might pose a risk of pollution. It was ascertained that the *Belle Rose* was resting across her full length on sand and had suffered damage to her water ballast tanks, with three holes in her hull,

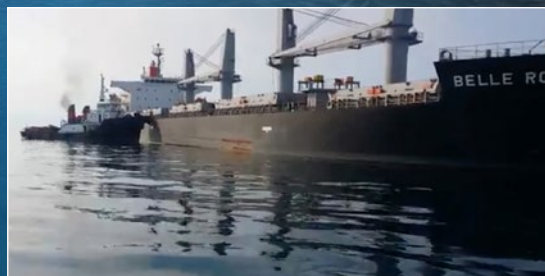
but there did not appear to be any release of pollutants.

The Department of Environment and Natural Resources (DENR) also sent a team inspect the damage to the coral reef. The area of the grounding, Monad Shoal, is a protected marine sanctuary and serves as cleaning stations for thresher sharks. It is also a popular local dive spot. Initial assessments have determined that an area of approximately 2,500 square metres of coral reefs has been damaged but the site where sharks are commonly seen did not appear affected.

An eight man salvage team is enroute to the grounding site. Any salvage plan will have to be reviewed by the Coastguard and DENR to ensure that no additional damage is caused by the recovery operation to pull the vessel off the reef. The owners intend to lighten the cement cargo and a sister ship was proceeded to the grounding site. Local reports have suggested that the cargo has already been offloaded but given concerns about potential damage this seems surprising.

Investigations into the grounding, which occurred in benign weather, are underway. The vessel's crew members have been interviewed and advised that the vessel had taken action to avoid collisions with local fishing vessel. The Provincial Disaster Risk Reduction Management Office (PDRRMO) will also carry out separate crew interviews. PDRRMO commented that the damage to the reef is larger than the area of Tubattaha Reef which was damaged by a US Navy warship in January 2013. The US paid some USD2 million in reparations. Greenpeace have demanded that the vessel is detained until it has paid to rehabilitate the coral reef.

Video of the vessel aground can be viewed by clicking [here](#).



### NEW CASUALTIES



#### Papenburg

Heavy lift carrier, IMO 8500599, Built 1986, 4,244 dwt

**Date of Casualty** 8 June 2016

**Voyage** Papenburg to Rostock, Germany

**Cargo** No details

**Type of Casualty** Allided with the lock when entering the southern chamber of the Kiel Canal in Kiel-Holtenau

**Type of Claim** Allision damage claim

**P&I** Gard

#### Putri Sritanjung 1

Landing craft, No other details

**Date of Casualty** 8 June 2016

**Type of Casualty** Suffered water ingress and sank whilst at the pier in Ketapang, Banyuwangi, Indonesia.

**Type of Claim** Wreck removal/salvage claim



#### Infinity 1

Asphalt tanker, IMO 8960426, Built 1993, 2,027 dwt

**Date of Casualty** 8 June 2016

**Voyage** Kandla to Karwar, India

**Cargo** 1,750 m/t of asphalt

**Type of Casualty** Suffered water ingress 20 miles off Goa and developed a starboard list. The Coastguard and tugs rendered assistance and

provided pumps for dewatering and the tanker was escorted into Karwar.

**Type of Claim** Possible General Average claim

**P&I** RaetsMarine BV

#### Thruster

General cargo vessel with container capacity, IMO 9003536, Built 1990, 4,257 dwt

**Date of Casualty** 8 June 2016

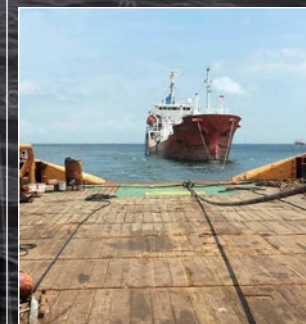
**Voyage** Piombino, Italy to Derince, Turkey

**Cargo** Aluminium bards

**Type of Casualty** Suffered engine trouble in the Strait of Messina. The vessel was towed into Messina.

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

**P&I** Hanseatic



#### Epic Comino

LPG carrier, IMO 9364162, Built 2007, 3,106 dwt

**Date of Casualty** 8 June 2016

**Voyage** Hong Kong to unknown destination

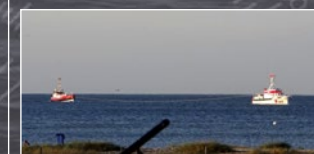
**Cargo** LPG

**Type of Casualty** Suffered water ingress in the Pearl River Estuary south of Dangan. The crew were evacuated. The vessel was dewatered and towed to Guishan anchorage.

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

**P&I** North of England

Further casualties overleaf



#### Langeland 1

Ferry, No other details

**Date of Casualty** 9 June 2016

**Type of Casualty** Suffered engine failure in the Kiel Bight. The vessel was towed into the port of Mlitenort.

**Type of Claim** Possible salvage type claim



#### L'Ar Voaleden

Fishing vessel, 1,18,25 gt

**Date of Casualty** 9 June 2016

**Type of Casualty** Ran onto the rock head at Basse-Vieille near Cape Chèvre at the entrance to the Bay of Douarnenez. The hull was breached.

**Type of Claim** Hull damage claim

#### Grande Italia

Ro-ro, IMO 9227912, Built 2001, 12,594 dwt

**Date of Casualty** 9 June 2016

**Voyage** Ashdod, Israel to Izmit, Turkey

**Cargo** Vehicles

**Type of Casualty** Suffered engine failure transiting the Dardanelles. Coastal Safety tugs assisted and towed the vessel to a safe anchorage at Saltik Burnu in the Yapildak area.

**Type of Claim** Salvage claim and/or General Average declaration

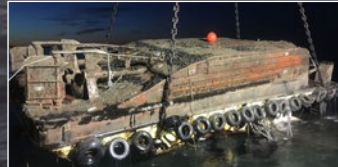
**P&I** Gard

## CASUALTY FOLLOW-UP



**Sewol** ▣ - editions 113, 117, 120, 123, 125, 131, 149 & 160 - the operation to refloat the ferry was suspended on 13 June due to bad weather. The Chinese consortium began the lifting operation at the bow on 12 June. The bow was raised about four meters but the lifting wires began to eat into the hull due to the wave forces causing the work to be suspended.

Besides the inability of the pilot on the *Conti Peridot* to respond appropriately to hydrodynamic forces after meeting another vessel during restricted visibility, other factors are believed to have led to the collision, among which is the lack of communication with other vessels about the handling difficulty. The NTSB found no fault with the pilot and crew aboard the *Carla Maersk*.



**Emily Anne** ▣ - editions - 151 - the wreck was raised on 10 June 2016 in Massachusetts Bay. The tug was then loaded onto a barge and taken to East Boston.



**Selvaagsund** ▣ - editions 156 & 158 - repairs to the damage sustained when the vessel ran aground on the west coast of Norway in Ytre Solund in March have been completed in Florø.

**Conti Peridot** ▣ - editions - 102 & 106 - the NTSB have concluded that the pilot's difficulty in controlling the bulk carrier's heading was the probable cause of the collision between the bulk carrier and the tanker *Carla Maersk* in the Houston Ship Channel in March 2015.

**Massive 6** - editions 158 & 159 - the four Malaysian crew members who were taken hostage in April have been released on Jolo in the Philippines. It is not clear if a ransom was paid.



### Petite Flamme

Yacht, No other details

**Date of Casualty** 10 June 2016

**Type of Casualty** Ran onto the western breakwater of Warnemünde and suffered water ingress.

**Type of Claim** Hull damage claim



### KV Nornen

Patrol ship, IMO 9353321, Built 2006, 350 dwt

**Date of Casualty** 10 June 2016

**Type of Casualty** Was struck by a replica Noah's Ark which was being towed in Oslo.

**Type of Claim** Collision damage claim

### Togarinn

Tug, Built 1977, 290 gt

**Date of Casualty** 10 June 2016

**Type of Casualty** Disabled when its propeller was fouled by nets off the coast of Ireland. Requested tug assistance.

**Type of Claim** Possible salvage type claim

### Bontekoe Jr

Self-propelled barge, 3,228 ts

**Date of Casualty** 10 June 2016

**Voyage** No details

**Cargo** Sand

**Type of Casualty** Allided with a quay in Terneuzen causing the hull to be breached.

**Type of Claim** Allision damage claim

### Chang Hang Feng Hai

Bulk carrier, IMO 9566928, Built 2011, 56,826 dwt

**Date of Casualty** 11 June 2016

**Voyage** Cagdianao, Philippines to Lianyungang, China

**Cargo** 55,000 m/t of lateritic nickel ore

**Type of Casualty** Grounded off Cagdianao, Surigao del Norte, Mindanao. The vessel

suffered damage to her No. 2 port water ballast tank. The vessel is being lightered.

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

**P&I** Swedish Club

### Michelle Rose

Yacht, No other details

**Date of Casualty** 11 June 2016

**Type of Casualty** Suffered water ingress off Durban during poor weather. Lifeboats and commercial vessels were directed to assist. The yacht was towed into Durban.

**Type of Claim** Possible salvage claim



### Tiger West

Bulk Carrier, IMO 9619866, Built 2013, 76,000 dwt

**Date of Casualty** 11 June 2016

**Voyage** Itaqui Brazil to Fangcheng, China

**Cargo** No details

**Type of Casualty** Suspected of colliding with Vietnamese fishing vessel BV 4507 TS. The fishing vessel sank and one crew member died.

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

**P&I** Swedish Club

### Jangho Win

General cargo vessel, IMO 9103623, Built 1994, 1,663 dwt

**Date of Casualty** 11 June 2016

**Voyage** Moji to Shimonoseki, Japan

**Cargo** No details

**Type of Casualty** Collided with a fishing vessel 40 nautical miles off Mutsure Island.

**Type of Claim** Collision damage claim

### Volgo-Balt 229

General cargo vessel, IMO 8841747, Built 1981, 3,197 dwt

**Date of Casualty** 12 June 2016

**Voyage** St Petersburg to Belyi Ruchey,

Russia

**Cargo** In ballast

**Type of Casualty** Grounded on the Volgo-Balt Canal near Koshkinskiy. The vessel was refloated on 13 June.

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



### Smart Lisa/Zhe Xing Hang 96

*Smart Lisa* - Bulk carrier, IMO 9696840, Built 2015, 38,868 dwt

*Zhe Xing Hang 96* - General cargo vessel  
Yue Hui Zhou Gong 663 - General cargo vessel

**Date of Casualty** 13 June 2016

**Voyage** Changshu to Huangpu, China

**Cargo** No details

**Type of Casualty** The *Smart Lisa* suffered a loss of power and collided with two cargo vessels and a cargo barge which later sank.

**Type of Claim** Collision damage claim

**P&I** Skuld


### Platino

Yacht, No other details

**Date of Casualty** 13 June 2016

**Type of Casualty** Encountered bad weather in the Pacific Ocean north of New Zealand causing the rigging to collapse. One crew member was killed and another is missing having fallen overboard. Containership *Southern Lily* went to assist and picked up three survivors from the vessel.

**Type of Claim** Possible total loss and loss of life claims

Access all our previous casualty newsletters here 



### Monza

Tank barge, 2,386 ts

**Date of Casualty** 14 June 2016

**Voyage** No details

**Cargo** Unloaded

**Type of Casualty** The barge got stuck under the a bridge at Dorkwerd.

**Type of Claim** Allision damage claim



### Port de Mar

Self-propelled barge, 2,428 ts

**Date of Casualty** 14 June 2016

**Voyage** Unknown

**Cargo** Coal

**Type of Casualty** Grounded on the Rhine. The vessel suffered damage and water ingress. The barge was refloated and taken to Düsseldorf.

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

