

FEATURE CASUALTY

Falkonera

Bulk carrier, IMO 9600621, Built 2012, 81,641 dwt

Date of Casualty 28 July 2016

Voyage Vila do Conde, Brazil to Gibraltar

Cargo Yellow corn

Type of Casualty Explosion

Type of Claim Damage claim, possible General Average declaration

P&I Gard

At 1400 hours on 28 July 2016, whilst the bulk carrier *Falkonera* was at the port of Vila do Conde, Brazil the vessel experienced an explosion on board. No one was injured as a result of the explosion but the vessel remains in the port pending a full investigation into the cause of the explosion with a view to ensuring that all necessary steps have been taken to prevent any further issues before the vessel is permitted to depart.

The 2012 bulk carrier had loaded a cargo of Brazilian yellow corn and was due to depart for Gibraltar when the explosion occurred. After the cargo was loaded the vessel's holds were fumigated using aluminium phosphate tablets which were placed on top of the corn cargo. Fumigation is applied to kill any live infestations. The most widely used fumigant for in-transit fumigation is phosphine (PH₃) which is the gas generated from aluminium phosphide. Phosphine is only fully effective if its concentration is maintained for a set period of time which will vary according to the cargo type,

temperatures and the insect species which may be present. As such fumigation with phosphine is almost always carried out during the voyage to ensure the treatment is fully effective since it takes between 1 to 2 weeks to complete.

When fumigation tablets are simply placed on the cargo surface or just below the surface this can result in a high concentration of gas in the top of the cargo hold and lead to a loss of the gases through the hatch covers. It can also impact negatively on the eradication of insects in the lower part of cargo. International Group Clubs have issued advice to their members warning of the potential dangers when the fumigation gases are inadvertently released since as well as being poisonous to humans at relatively low concentrations the gases (hydrogen phosphide) which may ignite spontaneously in air resulting in explosions and fires particularly if applied incorrectly in damp and humid conditions. Reports suggest there may have been rain during the loading and fumigation of the *Falkonera*.



NEW CASUALTIES

Dong Phong 68/ BTh- 96818 TS

Dong Phong 68 - General cargo vessel, IMO 8981638, Built 2003, 3,195 dwt

BTh- 96818 TS - Fishing vessel, No other details

Date of Casualty 27 July 2016

Voyage Vung Tau to Nghe An, Vietnam

Cargo 2,550 m/t of fertilizers

Type of Casualty Collided off Vietnam.

The fishing vessel sank but her crew were rescued.

Type of Claim Collision damage claim



Drofn

Research vessel, IMO 8002755, Built 1981, 150 dwt

Date of Casualty 27 July 2016

Type of Casualty Grounded in Thorskaefjord, north of Reykjavik. The vessel was refloated the following day.

Type of Claim Possible hull damage and salvage claim



Gret Palucca

Passenger vessel, No other details

Date of Casualty 27 July 2016

Type of Casualty Suffered engine failure entering the port of List upon Sylt, Germany and allided with a jetty. There were 52 passengers on board.

Type of Claim Allision damage claim



Gonzacove Dos

Fishing vessel, IMO 9144603, Built 1996

Date of Casualty 27 July 2016

Type of Casualty Damaged by fire whilst at a shipyard at the port of Marin, Spain

Type of Claim Fire damage claim

Marconnecticut

Containership, IMO 9343675, Built 2007, 12,774 dwt

Date of Casualty 27 July 2016

Voyage Busan, South Korea to Hong Kong

Cargo General containerised cargo

Type of Casualty Suspected as having collided with a fishing vessel in the Taiwan Strait off Pintang, Fujian province. The vessel was held in Hong Kong whilst police investigated.

Type of Claim Collision damage claim

P&I Swedish Club

Margrit

Fishing vessel, Built 1973

Date of Casualty 28 July 2016

Type of Casualty Ran aground near Brake, Germany. The vessel was holed and suffered water ingress into her engine room. She refloated by her own

power but was towed to Bremerhaven by a lifeboat.

Type of Claim Hull damage and possible salvage type claim



Makouria

Ferry, IMO 660902, Built 1959, 383 dwt

Date of Casualty 28 July 2016

Type of Casualty Ran aground off Guyana.

Type of Claim Possible hull damage and salvage claim



Makarski Jadran

Fishing vessel, No other details

Date of Casualty 28 July 2016

Type of Casualty Allided with pier in Jelsi port, Hvar island, Croatia after steering failure.

Type of Claim Allision damage claim

Roose + Partners

NEW CASUALTIES - Continued - edition (175)



Nimbus SPB

Product tanker, IMO 8821761, Built 1991, 7,070 dwt

Date of Casualty 28 July 2016
Voyage to St Petersburg, Russia

Cargo Oil product
Type of Casualty Grounded in fairway off St. Petersburg following steering failure. Refloated by her own means.

Type of Claim Possible hull damage claim
P&I Standard Club

Ise Baru

General cargo vessel, IMO 8625143, Built 1987, 648 dwt

Date of Casualty 30 July 2016



Voyage Tanjung Perak to Borneo, Indonesia
Cargo General goods

Type of Casualty Suffered a fire and explosion at Tanjung Perak port in Surabaya, Indonesia. The Chief Engineer suffered serious burns. The vessel is reported as being partially submerged as a result of the extinguishing water.

Type of Claim Fire damage and salvage claim



Menina da Praia LS-01

Ferry, No other details

Date of Casualty 1 August 2016

Type of Casualty Caught fire whilst docked in Vicente de Carvalho, Guaruja, Brazil. The vessel was seriously damaged.

Type of Claim Fire damage claim

Shoyo Maru/Dyna Camellia

Shoyo Maru - Ferry, IMO 8920804, Built 1980, 245 dwt

Dyna Camellia - Bulk carrier, IMO 9381196, Built 2007, 91,569 dwt

Date of Casualty 1 August 2016

Voyage n/a / Kure, Japan to Hay Point, Australia

Cargo n/a / No details

Type of Casualty The ferry collided with the freighter which was anchored off Kure port in Hiroshima, Japan. Three passengers on the ferry were slightly injured.

Type of Claim Collision damage claim
P&I Japan Shipowners

Elite Prosperity

Heavy lift vessel, IMO 7386972, Built 1976, 55,517 dwt

Date of Casualty 1 August 2016

Voyage At Singapore

Cargo None

Type of Casualty Fire erupted on board the vessel whilst berthed at Sembcorp Marine's Tuas Boulevard, Singapore. The vessel suffered serious damage.

Type of Claim Fire damage claim
P&I Shipowners Club

Thorco Marjanne

General cargo vessel with container capacity, IMO 9232462, Built 2001, 17,520 dwt

Date of Casualty 2 August 2016

Voyage Montreal, Canada to Ogdensburg, USA

Cargo Wind farm components

Type of Casualty Allided with a quay at the

Access all our previous casualty newsletters here



IN OTHER NEWS

We don't tend to report on incidents where vessels have been detained due to drug smuggling since these are not in the strictest sense casualties. However the impact can have similar results. Vessels and cargos can be held up indefinitely and this can result in claims being advanced to underwriters. A judgement handed down by the Court of Appeal of England and Wales on 1 August 2016, may impact on claims arising following such detentions. In the judgement owners claim under their war risks policy failed and underwriters were entitled to rely on the exclusion for 'detainment by reason of infringement of customs regulations'. Click [here](#) for further details.



port of Ogdensburg.

Type of Claim Allision damage claim
P&I North of England

Super Shuttle Roro 3

Passenger ro-ro, IMO 8957106, Built 1971, 192 dwt

Date of Casualty 2 August 2016

Type of Casualty Suffered engine failure in the Visayan sea while en route from Masbate to Cebu, Philippines. The vessel was towed to Cebu.



CASUALTY FOLLOW-UP

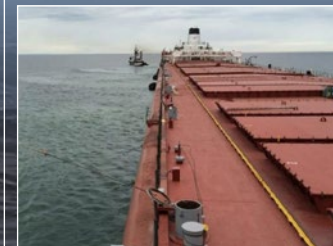


Sewol - editions 113, 117, 120, 123, 125, 131, 149, 160, 168 & 170 - the bow of vessel has been raised off the seabed and lifting beams successfully installed.

Benita - editions 169, 170, 171, 172 & 174 - whilst the vessel was under tow to Alang, India, the bulk carrier sank in a position 93.5 nm off Mauritius at water depth of 4,400 metres on 29 July. The vessel suffered water ingress into her stern and developed a serious stern trim before turning over at the stern and sinking. The crew of the tug *Ionian Sea Fos* activated the quick release system on the tow line. The salvors had succeed in refloating the vessel on 23 July under an LOF Salvage Contract with SCOPIIC invoked. As such the salvors will at least receive some compensation for their efforts calculated by reference to tariff rates.

Alaska Juris - edition 174 - a search for the abandoned trawler has proved fruitless and authorities in Alaska have concluded

the vessel has now sunk. A sheen of oil has been noted in the area where the vessel was last seen.



Amadeus - edition 174 - Maruba tugs *Vibrador* and *Madrugador* were contracted on commercial terms to refloat the vessel.

Aires - edition 174 - was towed to a safe anchorage off the south coast of Crete by the tug *Christos XVI*. She remains in Crete.

