

FEATURE CASUALTY

CCNI Arauco

Fully cellular containership, IMO 9683843, Built 2015, 113,174 dwt

Date of Casualty 1 September 2016

Voyage Tangier, Morocco to Hamburg, Germany

Cargo General containerised cargo

Type of Casualty Fire

Type of Claim Fire damage, LOF Salvage claim and General Average declaration

P&I Gard

At 1 pm on 1 September 2016, the 2015 built fully cellular containership *CCNI Arauco* suffered an explosion and fire in her No. 8 cargo hold whilst berthed at the HHLA container terminal at the Burchard Quay in Hamburg, Germany.

The containership, which has a capacity of 9,000 teu, had arrived from Tangier, Morocco the previous day. Unloading operations had commenced and much of the aft deck cargo had already been discharged. The crew were undertaking welding operations on an empty container stowed in No. 8 hold located directly aft of the accommodation block, when the explosion occurred and a major fire developed. The contents of one of the containers stowed in the area of the welding works is thought to have ignited. Three crew members were slightly injured in the explosion and during their subsequent efforts to fight the fire. They were taken to the local hospital for treatment. Despite the crews' efforts the fire rapidly spread below deck in the No. 8 cargo hold. Local fire and rescue services were alerted and immediately deployed five fire engines, 150 fire-fighters and two fire-fighting tugs, *Oberbaurat Schmidt* and *Löschboot Repsold*, to the ship. The tugs *Bugsier 18* and *Bugsier 19* also attended and the

anti-pollution vessel *Neuwerk* also proceeded to Hamburg. Thick smoke spread throughout the vessel and the container terminal. The crew were evacuated and the police cordoned off the terminal and local residents were advised to keep windows and doors closed. Direct fire-fighting of the affected containers was initially implemented whilst efforts were made to discharge containers close by but this was hampered by the fact that the fixings of many of the containers had been deformed by the radiating heat.

In the early evening the affected cargo hold was sealed off and flooded with CO₂. There were reported to be few hazardous goods in the cargo hold as most of the hazardous cargo was stowed at the forward end of the vessel. The fire-fighting operations continued throughout the night and the attending tugs carried out cooling on the hull. Despite three attempts to extinguish the fire with the use of CO₂, although temperatures were falling the fire was not extinguished. With supplies of the CO₂ depleted it was decided to flood 70% of the cargo hold. Some 5,000 m³ of water was pumped into the hold but the operation was halted because of concerns regarding the vessel's stability. Some 45,000 litres of fire-fighting foam was then pumped into the hold during the course of the evening of 2 to 3 September and throughout the day. By the afternoon of 3 September the authorities were advising that the fire had been brought under control. During 4 September the containers in the hold were discharged onto the quay. The fire-fighting operation was officially concluded late on 4 September 2016.

We understand that Ardent Salvage have been contracted to assist the vessel under the terms of an LOF Salvage Contract. In addition, and having regard to the fire-fighting efforts and the resulting sacrifice damage, the shipowner has declared General Average and appointed Albatross Adjusters in Cyprus to collect General Average security. Roose+Partners are instructed for part cargo interests Click [here](#) for video.



NEW CASUALTIES

New Hellas

Crude Oil Tanker, IMO 9221891, Built 2001, 105,815 dwt

Date of Casualty 31 August 2016

Voyage Mellitah, Libya to Novorossiysk, Russia

Cargo No details

Type of Casualty Suffered an engine malfunction whilst entering the Bosphorus near Salac. A tug coastal safety attended and escorted the tanker, which was able to proceed at a reduced speed, to the Sile Anchorage.

Type of Claim Salvage type claim

P&I American Club



Seadream I

Passenger cruise vessel, IMO 8203438, Built 1984, 450 dwt

Date of Casualty 1 September 2016

Type of Casualty Suffered an engine room fire whilst off the coast of Calabria, in southern Italy. The disabled ship was towed to Naples after passengers and non-essential crew had been evacuated.

Type of Claim Fire damage, possible salvage and passenger claims

P&I Skuld

Gazpromneft East

Combined ore and oil carrier, IMO 9031624, Built 1992, 2,774 dwt

Date of Casualty 1 September 2016

Voyage St Petersburg to Lomonosov, Russia

Cargo 1,200 m³ of oil products

Type of Casualty Ran aground on the Petrovskiy Channel following a blackout. The vessel was refloated with tug assistance and taken to Kanonerskiy Ship Repair Yard for survey and repairs

Type of Claim Possible salvage claim

Nicky

General cargo vessel, IMO 7833107, Built 1980, 3,353 dwt

Date of Casualty 1 September 2016

Voyage Istanbul, Turkey to Azov, Russia

Cargo Loaded but no details

Type of Casualty Ran aground on the Azov-Don Sea Canal. Initial attempts to refloat the vessel were unsuccessful. She may have hull damage and water ingress.

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

Mayda

Fishing vessel, IMO 8228658, Built 1984, 30 dwt

Date of Casualty 1 September 2016

Type of Casualty Engine failure in the Barents Sea. The salvage tug *Murmannyba* was dispatched to provide towage assistance.

Type of Claim Salvage type claim

Necati Cavusoglu

General cargo vessel, IMO 9212785, Built 1999, 3,171 dwt

Date of Casualty 2 September 2016

Voyage Constantza, Romania to Diliskeslesi, Turkey

Cargo No details



[Further casualties overleaf](#)

Type of Casualty Engine failure at the northern entrance of the Istanbul strait. A Coastal Safety tug provided assistance.

Type of Claim Possible salvage type claim
P&I Lodestar Marine



Kurt Ceyhan

Tall ship, No other details

Date of Casualty 3 September 2016

Type of Casualty Suffered water ingress, capsized and sank 2 nm off Antalya Marina. The vessel, a tourist boat, was carrying 84 people. 2 are reported to be missing.

Type of Claim Total loss and passenger claims

Balance

Catamaran, No other details

Date of Casualty 3 September 2016

Type of Casualty Suffered water ingress in the Baltic Sea. The yacht was secured with floating devices.

Type of Claim Damage and possible salvage claim

Saffet Bey

Ro-ro, IMO 8471118, Built 1987, 14,107 dwt

Date of Casualty 3 September 2016

Voyage Trieste, Italy to Cesme, Turkey

Cargo No details

Type of Casualty Ran aground on the Lacedaemonia coast, southeastern part of the Peloponnese peninsula, Greece following steering failure. The vessel, which suffered serious damage, is being assisted under a commercial contract by Megalohori Salvage.



Roose + Partners

NEW CASUALTIES - Continued - edition (180)

Type of Claim Possible General Average declaration

P&I Skuld

Ternvind/Langeness

Ternvind - Combined chemical and oil tanker, IMO 9425356, Built 2008, 11,258 dwt

Langeness - Fully cellular containership, IMO 9301134, Built 2006, 17,002 dwt

Date of Casualty 4 September 2016

Voyage Rotterdam, Netherlands to Kalundborg, Denmark / Bremerhaven, Germany to Helsinki, Finland

Cargo No details / General containerised



IN OTHER NEWS

With news of Hanjin filing for bankruptcy following the decision by their creditors to withdraw financial support, many vessels have been refused entry into ports over fears that expenses will not be met. Some vessels have already been seized by creditors and some terminals are reported to be charging excessive release fees for affected containers. Legal actions have already been taken in the Dutch court to prevent the terminal operator ECT from demanding excessive fees, with the court finding such fees unlawful. Similar release fees have also been demanded by the port of Felixstowe. Hanjin operate some 98 containerships and there is considerable concern at the potential delays to cargo on board these vessels. Insurers are reviewing their policy terms and considering what assistance they should provide. News that the South Korean government may inject 100bn won (USD91m), or more in long-term funding at low interest rates, subject to Hanjin providing sufficient collateral, will be welcomed. Equally, there is relief for those with affected cargo as Parent company Hanjin Group intend to inject a further 90bn won to try resolve the current disruptions to the cargo currently stuck at sea.

cargo

Type of Casualty Collided on the Kiel Canal. The *Langeness* then grounded on the embankment. She was refloated with tug assistance.

Type of Claim Collision damage and possible salvage claim

P&I Gard / Hanseatic



Mehmet Unlu

General cargo vessel with container capacity, IMO 9200029, Built 2000, 7,760 dwt

Date of Casualty 4 September 2016

Voyage Nikolayev, Ukraine to Aqaba, Jordan

Cargo Steel billets

Type of Casualty A knife fight on board the vessel led to the engine being shut down and the vessel drifting out of control. Tugs prevented her from running aground off Yuzhnyy after the Master had alerted authorities to the incident. The vessel was stormed by Ukrainian Special Forces. The Master was wounded and another crew member was reported to have been killed. Two of the crew were arrested.

Type of Claim Possible salvage claim and crew claims

Eiltank 10

Inland tanker, Built 1960, 1,609 ts

Date of Casualty 4 September 2016

Voyage Godorf to Ludwigshafen, Germany

Cargo Bitumen

Type of Casualty Ran aground on the Rhine after engine failure.

Type of Claim Possible hull damage claim

Bonita

Motor boat, No other details

Date of Casualty 4 September 2016

Type of Casualty Suffered water ingress 10 miles north west of Rügen, Germany.

Type of Claim Damage and salvage claim

Energiea

LPG Carrier, IMO 8705943, Built 1990, 3,428 dwt

Date of Casualty 4 September 2016

Voyage Aspropyrgos to Eleusis, Greece

Cargo LPG

Type of Casualty Allided with the quay and suffered damage to her propeller whilst departing Aspropyrgos. The vessel was towed to an anchorage at Eleusis.

Type of Claim Allision damage and possible salvage claim

P&I Shipowners

Doric Pride/Tokyo Bulker

Doric Pride - Bulk carrier, IMO 9230751, Built 2001, 52,428 dwt

Tokyo Bulker - Bulk carrier, IMO 9605023, Built 2012, 61,439 dwt

Date of Casualty 5 September 2016

Voyage At Chittagong, Bangladesh / Singapore to Chittagong

Cargo In ballast / No details

Type of Casualty The vessels were in collision at the Chittagong Outer Anchorage. The *Tokyo Bunker* then ran aground.

Type of Claim Collision damage claim

P&I UK Club / Britannia



Zelenets

Product (bunkering) tanker, IMO 8923741, Built 1974, 1,634 dwt

Date of Casualty 5 September 2016

Voyage n/a

Cargo 200 m³ of petroleum products

Type of Casualty Fire broke out in the engine room whilst berthed at Archangel

Type of Claim Fire damage and possible salvage claim

Franbo Wind/Marina R

Franbo Wind - Bulk carrier, IMO9233480, Built 2001, 46,513 dwt

Marina R - Bulk carrier, IMO 9409546, Built 2010, 37,785 dwt

Access all our previous casualty newsletters here 

Date of Casualty 5 September 2016

Voyage At Chittagong, Bangladesh / Gibraltar to Chittagong

Cargo In ballast / No details

Type of Casualty The vessels were in collision at the Chittagong Outer Anchorage. Both vessels were damaged.

Type of Claim Collision damage claim

P&I Japan Club / London Club

Tian Feng 3

General cargo vessel, IMO 8911035, Built 1990, 4,080 dwt

Date of Casualty 6 September 2016

Voyage Pohang, South Korea to Fukuoka, Japan

Cargo 500 m³ of scrap

Type of Casualty Fire broke out in the cargo holds whilst loading cargo at Fukuoka, Kyushu Island, Japan. Local firefighters attended.

Type of Claim Fire damage claim

SNAV Sardegna

Passenger ro-ro, IMO 8712518, Built 1989, 5,083 dwt

Date of Casualty 6 September 2016

Type of Casualty Engine failure off the coast of Cartagena. The vessel was towed into Cartagena by tugs.

Type of Claim Passenger claims and possible salvage claim

P&I UK Club

Eko 5

Chemical tanker, IMO 8820121, Built 1989, 3,229 dwt

Date of Casualty 6 September 2016

Voyage Aspropyrgos to Heraklion, Greece

Cargo No details

Type of Casualty Suffered a steering



CASUALTY FOLLOW-UP



Flinterstar - editions 132, 133, 134, 135, 139, 140, 152, 161, 165, 169 & 170 - the removal of the wreck has been completed ahead of schedule with the aft section having been transported to Gent for recycling on the Scaldis-sheerleg Rambiz. Normal maritime traffic can now resume and the exclusion zone for pleasure and fishing boats has been lifted.

Nica - edition 173 - was successfully refloated on 3 September 2016 after seven weeks aground. The vessel has now proceeded to Port Klang, Malaysia which was her original destination port.

Stena Spirit - edition 179 - the damage to the ferry, caused by a fire on the car deck, was more extensive than at first thought

and repairs are expected to take longer than previously thought.

Transocean Winner - editions 176, 177, 178 & 179 - the Norwegian company Offshore Heavy Transport (OHT) has been contracted to transport the rig to Turkey aboard the semi-submersible heavy lift vessel *OHT Hawk* which is expected to arrive in Broad Bay in late September.



failure in the Aegean sea 5 nm west of Kythnos Island, Greece. A tug was dispatched and towed the vessel to a safe anchorage where her crew carried out repairs.

Type of Claim Possible salvage claim or General Average declaration

P&I North of England

Aframax River

Crude oil tanker, IMO 9259173, Built 2002, 107,132 dwt

Date of Casualty 6 September 2016

Voyage St Lucia to Houston, USA

Cargo In ballast

Type of Casualty Caught fire near the Intercontinental Terminals Company



in the Houston Ship Channel after the vessel's bunker tank was punctured by a submerged object and ignited. A section of the Channel was closed between the Cargill facility to the Cemex docks.

Type of Claim Fire damage, cargo loss and clean-up operations

P&I Britannia