

FEATURE CASUALTY

Wan Hai 307

Fully cellular containership, IMO 9237096, Built 2002, 34,026 dwt

Date of Casualty 19 September 2016

Voyage Hong Kong, China to Kaohsiung, Taiwan

Cargo General containerised cargo

Type of Casualty Fire

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

P&I Britannia

In the afternoon of 19 September a fire erupted in a container stack located in the forward section of the containership *Wan Hai 307*. The vessel, en-route to Hong Kong from Kaohsiung Taiwan, was south-east of Cheung Chau when the fire was discovered. Although the crew tried to extinguish the fire their efforts were unsuccessful and by 2100 hours that evening it was raging out of control. Some of the containers near the fire were reported to be carrying hazardous and dangerous cargo.

The Hong Kong Marine Department were notified of the fire and requested to provide assistance. The containership, which has a 2,200 teu capacity but was not fully loaded, proceeded to anchor west of Lamma Island whilst the local authorities dispatched their fire-fighting tugs and teams. Fire-fighters boarded the vessel and the attending tugs began spraying water on the burning containers. In the meantime the crew were evacuated. After several hours of fire-fighting there were no visible flames but some containers were still smouldering and smoking. Firefighters are continuing to monitor the containers for signs of any hot spots and re-ignition. They are cooling the affected containers.

An investigation into the cause of the fire is underway. It is possible the vessel owners will look to declared General Average in respect of this incident given that there may well be damage to cargo from extinguishing efforts.



NEW CASUALTIES



Orakai ▣

Product tanker, IMO 9402689, Built 2008, 6,886 dwt

Date of Casualty 13 September 2016 - Late Notification

Voyage Portland, UK to Fos, France
Cargo 4,732 m³ of ethanol

Type of Casualty Suffered a loss of propulsion 15 nm off Cartagena, Spain. Assistance was sought due to an approaching storm and Salvamento Maritimo were contracted. They dispatched salvage tug *Clara Campoamor* which towed the tanker to Cartagena.

Type of Claim Salvage and/or General Average declaration

P&I Skuld

Shun Tien 606 ▣

Fishing vessel, 995 dwt

Date of Casualty 14 September 2016



Type of Casualty Capsized and sank in Kaohsiung port after being battered against the quay during the super typhoon Meranti. One crew member died.

Type of Claim Wreck removal/salvage, clean-up operations, hull damage and loss of life claims



Rigel A ▣

General cargo vessel, IMO 8861668, Built 1984, 2,736 dwt

Date of Casualty 14 September 2016

Voyage Salalah, Oman to Somalia

Cargo 1,700 m³ of foodstuffs and appliances

Type of Casualty Sank off Al Mukalla in south eastern Yemen after suffering structural failure.

Type of Claim Total loss claims

Yung Hsing Fa No. 168 ▣

Fishing vessel, IMO 8748543, Built 2009, 1,416 dwt

Date of Casualty 14 September 2016

Type of Casualty Blown onto a breakwater and capsized at Sizihwan, Taiwan during the passage of super Typhoon Meranti.

Type of Claim Wreck removal/salvage, clean-up operations and hull damage claims



YM Wind ▣

Fully cellular containership, under construction, 145,077 dwt

Date of Casualty 14 September 2016

Type of Casualty Broke free of moorings at Kaohsiung Port during Typhoon Meranti. The vessel, which was under construction for Seaspan to be chartered by Yang Ming for delivery in March 2017, struck and damaged two gantry cranes and also suffered some damage. Tugs assisted to prevent her running aground or striking other vessels.

Type of Claim Allision damage and possible salvage claim



Gili Cat 2 ▣

Passenger boat, No other details

Date of Casualty 14 September 2016

Type of Casualty Suffered an explosion off Padang Bai in Bali, Indonesia. 35 tourists and five crew were on board heading to Lombok. Two people were killed.

Type of Claim Damage and loss of life claims

Further casualties overleaf ▣

Cheng Xing 012

Crane ship, No other details

Date of Casualty 14 September 2016

Type of Casualty Disabled during Typhoon Meranti. The crew were rescued and the crane ship sunk.

Type of Claim Total loss claim

Rhenus Duisburg/Eiltank 66

Rhenus Duisburg - Self-propelled barge, 2900 ts

Eiltank 66 - Tank barge, 1591 ts

Date of Casualty 15 September 2016

Voyage Dorsten to Duisburg, Germany / Voerda to Rotterdam, Netherlands

Cargo No details

Type of Casualty Collision near the locks in Friedrichsfeld on the Wesel-Datteln-Canal

Type of Claim Collision damage claim

Gang Tai Tai Zhou ▣

Fully cellular containership, IMO 9057484, Built 1994, 44,585 dwt

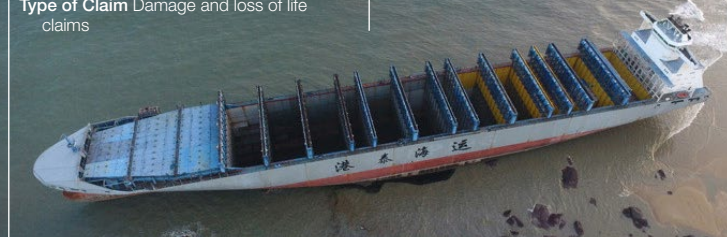
Date of Casualty 15 September 2016

Voyage At anchor off Xiamen

Cargo None

Type of Casualty Dragged at anchor during Typhoon Meari and grounded on rocks on the southwestern tip of Kinmen Island, Taiwan. The vessel suffered hull breaches and fuel loss.

Type of Claim Wreck removal/salvage claim, clean-up operations



Roose + Partners

NEW CASUALTIES - Continued - edition (182)

LOF NEWS

Charlton/Rich Future

Charlton - LPG tanker, IMO 9341902, Built 2006, 9,127 dwt

Rich Future - Bulk carrier, IMO 9622423, Built 2013, 82,197 dwt

Date of Casualty 15 September 2015

Voyage Buenos Aires, Argentina to Dakar, Senegal / Recalada to San Lorenzo, Argentina

Cargo LPG / No details

Type of Casualty Collision on the Punta Indio Channel, Argentina. Ardent Salvage have been contracted under an LOF to assist the Charlton.

Type of Claim Collision damage, LOF salvage and crew claims

P&I North of England / Britannia

Sam Wolf

Bulk carrier, IMO 9620176, Built 2012, 57,2200 dwt

Date of Casualty 16 September 2016

Voyage Reserve, USA to Puerto Cortes, Honduras

Cargo 43,921.21 m/t of grain

Type of Casualty Grounding off Puerto Cortes. Five Oceans Salvage have been contracted under an LOF.

Type of Claim LOF Salvage Claim

P&I Steamship Mutual

HANJIN SNIPPETS

Hanjin has received a court advisory to return all chartered vessels to reduce costs. This will incur financial penalties but it is hoped contracts will be able to be renegotiated. 60 of their 97 container ships are chartered as are 23 of their 44 bulk carriers. Hanjin say about 30% of their container ships have completed unloading, 34 are waiting outside various ports and 35 will return to South Korea.

A ruling by the New Jersey Bankruptcy Court has prevented bunker suppliers from arresting more Hanjin vessels. The ruling protects both owned and chartered Hanjin vessels from arrest.

The South Korean Government met with diplomats from 16 countries, including the UK, USA and European nations to seek their assistance and cooperation in dealing with the crisis.



Flinthoern ▣

Passenger ship, IMO 8034215, Built 1968, 152 grt

Date of Casualty 15 September 2016

Type of Casualty Grounded in the Wadden Sea, Germany. There were 127 passengers on board who were evacuated.

Type of Claim Possible hull damage claim

P&I Hanseatic

Heng Yu 9

Product tanker, IMO 8690186, No other details

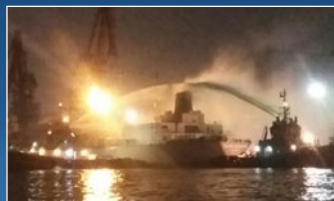
Date of Casualty 15 September 2016

Voyage Xiamen to Ningbo, China

Cargo 6,000 m/t of naphtha,

Type of Casualty Pushed aground in Quanzhou Bay during Typhoon Meranti. The vessel was refloated with tug assistance and ordered by authorities to discharge her cargo at Quanzhou.

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



Divine Success ▣

Cement carrier, IMO 7222607, Built 1972, 21,780 dwt

Date of Casualty 16 September 2016

Voyage Sukabumi to Tanjung Priok, Indonesia

Cargo Cement

Type of Casualty Caught fire whilst in the port of Tanjung Priok, Jakarta, Indonesia. The vessel was in the process of unloading.

Type of Claim Fire damage claim

P&I Shipowners Club

Ms Nicani ▣

Fishing vessel, No other details

Date of Casualty 17 September 2016

Type of Casualty Grounded off the Siuslaw River Bar North Jetty at Florence, Oregon

Type of Claim Possible hull damage and salvage claim



Noorderlicht ▣

Schooner, IMO 8650813, Built 2010, 140 gt

Date of Casualty 18 September 2016

Type of Casualty Grounded near Trygghamna in the Svalbard Archipelago, Norway. There were 23 people on board. The vessel was refloated with tug assistance.

Type of Claim Possible hull damage and salvage claim

Infinity

Bulk carrier, IMO 8115215, Built 1985, 34,800 dwt

Date of Casualty 19 September 2016

Voyage At Alang awaiting demolition

Type of Casualty Draggd at anchor and ran aground off Valsad in Gujarat, India.

Type of Claim Salvage claim



Murat Hacibekiroglu II

General cargo vessel, IMO 8301046, Built 1984, 2,061 dwt

Date of Casualty 19 September 2016

Voyage Iskenderun to Darica, Turkey

Cargo Clinker

Type of Casualty Sank in the Marmara Sea 35 off Alanya, Turkey following water ingress into the engine room. The crew abandoned the vessel into lifeboats.

Type of Claim Total loss claim

Tosca/BRP Tarlac

Tosca - Chemical tanker, IMO 9251884, Built 2004, 46,764 dwt

BRP Tarlac - Landing Platform Dock, Built 2016, 11,583 disp

Date of Casualty 19 September 2016

Voyage Kwinana, Australia to Sandakan, Malaysia

Cargo Palm oil

Type of Casualty The *Tosca* struck the anchored landing platform off Zamboanga City in Mindanao, Philippines. She is being refused permission to depart.

Type of Claim Collision damage claim

P&I Gard

Wedge Too

Yacht, IMO 8998862, Built 2002, 1,300 gt

Date of Casualty 20 September 2016

Type of Casualty Disabled off the Balearic Islands. The vessel was towed to Maó, Alaior.

Type of Claim Salvage type claim

P&I Shipowners Club

AOG Explorer

Chemical tanker, IMO 9046057, Built 1991, 9,250 dwt

Date of Casualty 20 September 2016

Type of Casualty Whilst under tow to breakers in Allaga, Turkey the two line parted in bad weather and the vessel ran aground.

Type of Claim Salvage claim

Maistros/Ridgebury Katherine Z

Maistros - Products tanker, IMO 9407847, Built 2009, 7,334 dwt

Ridgebury Katherine Z - Combined chemical and oil tanker, IMO 9439797, Built 2009,


50,215 dwt

Date of Casualty 21 September 2016

Voyage Asaluyah, Iran to Antwerp, Belgium / Anchored

Cargo Loaded, no details / In ballast

Type of Casualty The *Maistros* struck the *Ridgebury Katherine Z* which was

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reported to be anchored in Westhinder 30km off Oostende.

Type of Claim Collision damage claim
P&I North of England / Standard Club

CASUALTY FOLLOW-UP

SE Pacifica - edition 178 -collision damage repairs to the vessel, now renamed *Pacificca*, have been completed in Antwerp. The vessel anchored off Flushing on 18 September 2016.

Sea Worker - editions - 149, 150, 151 & 152 & 178 work by the Dutch company DISA to remove the rig are progressing but are not expected to be completed until the Spring of 2017. Salvors are removing parts of the accommodation unit from the sea bed along with the crane boom.



Transocean Winner ▣ - editions - 176, 177, 178, 179 & 180 a fleet of tugs has assembled in Broad Bay along with the heavy lift vessel *Hawk* which arrived on site yesterday. Subject to favourable weather conditions the rig will be refloated and then moved by tugs into position over the *Hawk's* deck, which will be ballasted down and be submerged. The operation needs about four days of good weather to be safely completed.

Harmony of the Seas ▣ - edition 181 - investigations into the accident on the cruise ship which led to the death of a crew member and four others suffering serious injury are focusing on human error. Prosecutors in Marseille confirmed the investigation had so far found no sign of faulty equipment. They are considering that mistakes were made in the use of the lifeboat. The cruise ship, which had been due to depart for Italy on 13 September, has been forced to remain in Marseille. Two of the injured remain in hospital.

CCNI Arauco - editions 180 & 181 - property interests have received notification that in addition to the shipowner's GA declaration and the LOF Salvage claim by Ardent Salvage, they now face a separate salvage claim by the Havariekommando (Central Command for Maritime Emergencies) on behalf of the fire brigade and attending harbour tugs which were involved in the fire-fighting operation. The LOF salvage security has been fixed, despite the fact that the salvage services are ongoing, but the security demand from the fire brigade and tugs has yet to be determined. Cargo and containers will be held pending provision of security for all three claimants. With this new development there appears to be no likelihood that the cargo will be released or go forward anytime soon.

