

Roose + Partners

Casualty Newsletter 183

28th September 2016

FEATURE CASUALTY

Burgos

Combined chemical and oil tanker, IMO 9289154, Built 2005, 40,263 dwt

Date of Casualty 24 September 2016

Voyage Pajaritus to Veracruz, Mexico

Cargo 12,000 m³ of fuel products

Type of Casualty Fire

Type of Claim Hull and cargo damage, LOF salvage claim

P&I North of England

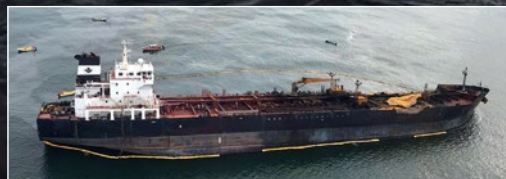
The *Burgos* suffered an explosion in one of her cargo tanks whilst she was some 7nm off the Mexican Coast of Boca del Rio, Veracruz in the evening of 24 September 2016. The vessel had been due to enter to port of Veracruz on Sunday (25 September) and was holding off the coast when the explosion occurred. Fire quickly spread through the forward cargo holds. The crew notified the authorities and requested assistance at 11.30 local time after they had tried unsuccessfully to tackle the fire.

The vessel, which was heading to the Pemex terminal from Coatzacoalcos in eastern Veracruz, was loaded with 80,000 barrels of diesel, 71,000 barrels of unleaded gasoline and 16,000 barrels of desulfurized gasoline. T&T Salvage LLC were contracted under a Lloyd's Open Form Salvage contract to provide assistance to the casualty. The SCOPIC clause which was incorporated into the salvage contract was invoked. Four tugboats from Veracruz's port authority were initially deployed to the vessel carrying specialized foam to fight the fire. Mexican navy ships were also sent to the area and placed booms in

anticipation of a possible leak of her cargo. Meanwhile her 31 crew members, which included a group of students from the Naval Military School of Anton Lizardo, were all safely evacuated. The Master, Chief Officer and Chief Engineer remained on board.

After over 30 hours of fire-fighting salvors brought the fire under control using foam and sea water. The *Burgos* developed a significant port list and was trimmed heavily at the bow and work is now focussed on stabilising the vessel. The fire is reported to have engulfed two of the forward cargo tanks where the diesel cargo was located but we understand salvors actions may have prevented the fire from spreading to the other cargo tanks. There are reports that some of the cargo was lost into sea, although it is thought that the light nature of the cargo means that much of it will evaporate.

The owner and operator of the vessel is Blue Marine Cargo. They are also reported to be the owners of the cargo although it may well be that Pemex own the cargo. The vessel is one of 17 oil tankers operated by Pemex in the Gulf of Mexico and the Pacific. The ownership of the ship and cargo will have to be thoroughly investigated since this will raise issues as between the property underwriters and the P&I Club as to who should bear the losses. Cargo insurers may hope for a means of recovery from the vessel's P&I Club. Both the ship and cargo are insured in London. For video click [here](#), [here](#), [here](#) and [here](#).



NEW CASUALTIES

CMA CGM Simba/Domingue

CMA CGM Simba – Fully cellular containership, IMO 9072111, Built 1994, 15,166 dwt

Domingue – Tug, IMO , Built , dwt

Date of Casualty 20 September 2016 – Late Notification

Voyage Toliara, Mozambique to Durban, South Africa

Cargo General containerised cargo / None

Type of Casualty The containership was departing Toliara under tow of the tug *Domingue*. The tow line failed to release and the tug capsized. One of the crew died enroute to hospital.

Type of Claim Collision damage and loss of life claim

P&I Steamship



Moon

Yacht, Built 2000

Date of Casualty 21 September 2016

Type of Casualty Caught fire at Al Hamra Marina, Ras Al Khaimah, UAE. The vessel was towed out from the marina to prevent possible spread of the fire to other vessels.

Type of Claim Fire damage claim



Mercuria

Bunkering tanker, IMO 9014547, Built 1989, 1,100 dwt

Date of Casualty 22 September 2016

Voyage None

Cargo In ballast

Type of Casualty Suffered an explosion whilst in the port of Taranto, Italy. The resulting fire was quickly extinguished by the crew and local port tugs. Two crew members were slightly injured.

Type of Claim Hull damage claim

P&I Carina P&I



Danica Joy 2

Ferry, IMO 8135253, Built 1982, 249 dwt

Date of Casualty 22 September 2016

Type of Casualty Capsized at her berth in Zamboanga Port, Philippines during cargo discharge operations. All 799 passengers had disembarked prior to the accident.

Type of Claim Salvage claim

Dea Favente

Self-propelled barge, 2316 ts

Date of Casualty 22 September 2016

Voyage Maasbracht to Rotterdam, Netherlands

Cargo No details

Type of Casualty Allided with the Scharber Bridge on the Juliana Canal in Elsloo, Netherlands. One crew member suffered injuries.

Type of Claim Allision damage and crew claims

Asia Pearl VIII /Tala-9

Asia Pearl VIII – Bulk carrier, IMO 9502738, Built 2009, 32,283 dwt

Tala-9 – Fishing vessel, IMO , Built 1989, 102 gt

Date of Casualty 22 September 2016

Voyage Kavkaz, Russia to Port Harcourt, Nigeria

Further casualties overleaf ▶

Cargo No details / n/a

Type of Casualty Collision off Morocco which led to the fishing vessel sinking. The crew were rescued by another fishing vessel.

Type of Claim Collision damage claim
P&I Standard Club

Clarity

General cargo vessel, IMO 8814201, Built 1989, 1,732 dwt

Date of Casualty 22 September 2016

Voyage Liepaja, Latvia to Moerdijk, Netherlands

Cargo No details

Type of Casualty Suffered engine failure transiting the Kiel Canal. The vessel was towed to Brunsbüttel for repairs.

Type of Claim Possible General Average declaration



Ilaria

Self-propelled barge, 1056 ts

Date of Casualty 23 September 2016

Voyage Vllshofen to Regensburg, Germany

Cargo 811 m³ of quartz sand

Type of Casualty Ran aground on the Danube River at Muhlharn, Germany. Lightering operations commenced yesterday and the vessel was refloated.

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

Nimet

Fully cellular containership, IMO 9127887, Built 1997, 7,480 dwt

Date of Casualty 23 September 2016

Voyage Las Palmas, Canary Islands to Samsun, Turkey

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NEW CASUALTIES - Continued - edition (183)

Cargo General containerised cargo

Type of Casualty Suffered engine failure and began drifting southeast of Kythira island, Greece. A tug towed the vessel to the Neopoli Voion anchorage, Laconi

Type of Claim Possible salvage claim
P&I Hanseatic P&I

Nordoern

Trawler, IMO 9233129, Built 2001, 681 gt

Date of Casualty 23 September 2016

Type of Casualty Suffered engine failure in bad weather in the Sea of Bud off Hustadvika, Norway. The Hurtigruten ferry *Richard With* proceeded to standby awaiting assistance from the lifeboat *Erik Bye*. The vessel was towed to Aalesund.

Type of Claim Possible salvage type claim
P&I Gard

Fortune Harmony

Bulk carrier, IMO 9592094, Built 2013, 81,200 dwt

Date of Casualty 23 September 2016

Voyage Halida, India to Recalada, Argentina,

Cargo In ballast

Type of Casualty Caught fire at Pirapolis anchorage off Rio de La Plata, Uruguay. The vessel then ran aground following a blackout.

Type of Claim Fire damage claim
P&I Swedish Club

Mustafa Kan

Fully cellular containership, IMO 9462263, Built 2013, 9,250 dwt

Date of Casualty 23 September 2016

Voyage Senegal to Sibenik, Croatia

Cargo Ammonium phosphate

Type of Casualty Sank in Mediterranean Sea 25 nm southeast of Syracuse, Sicily following water ingress. The crew were safely evacuated. The cargo is not thought to be a threat to the environment.

Type of Claim Total loss claim
P&I RaetsMarine BV



Hebrides

Passenger ro-ro, IMO 9211975, Built 2001, 739 dwt

Date of Casualty 25 September 2016

Type of Casualty Ran aground in Lochmaddy Marina on the Outer Hebridian island of North Uist, Scotland. The vessel had 76 passengers and crew on board along with 13 cars, a lorry and a motorhome. She was attempting to berth when she suffered a technical failure. The vessel struck rocks and also destroyed the top end of a pontoon system.

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

Horizon

Trawler, No other details

Date of Casualty 26 September 2016

Type of Casualty Suffered water ingress 20 miles off the Seven Heads in West Cork, Ireland in bad weather. The vessel was assisted by a Coast Guard vessel which provided pumps to stabilised the vessel. She was then taken in tow.

Type of Claim Possible salvage type claim



Theresia

Self-propelled barge, 849 ts

Date of Casualty 26 September 2016

Voyage Unknown

Cargo 660 tons pellets

Type of Casualty Grounded on the Weser embankment after the Master suffered a heart attack. The Master could not be revived.

Type of Claim Possible hull damage and salvage claim



Guneshli 19

Oil platform

Date of Casualty 26 September 2016

Type of Casualty Suffered a blow-out and fire. The platform, operated by SOCAR and BP is located in the Caspian Sea. All 69 personnel were evacuated.

Type of Claim Fire damage claim



Magellan II

AHS Tug, IMO 9633886, Built 2011, 1,031 dwt

Date of Casualty 26 September 2016

Voyage Cochin, India to Musaffah, UAE

Cargo Barge B42

Type of Casualty Tow line parted in the Arabian Sea west of Mangaluru.

Type of Claim Possible General Average declaration

Kurt Herbert

Self-propelled barge, 1507 ts

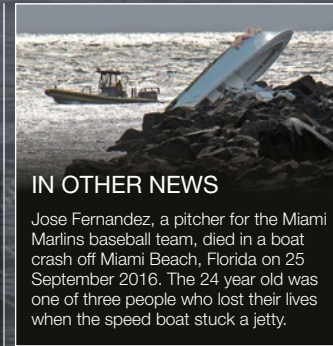
Date of Casualty 26 September 2016

Voyage Stuttgart to Gernersheim, Germany

Cargo 1,400 m/t of wire rolls


Type of Casualty Ran aground on the Rhine at Gernersheim. The vessel, which was holed, had to be lightened.

Type of Claim Hull damage and possible General Average declaration



IN OTHER NEWS

Jose Fernandez, a pitcher for the Miami Marlins baseball team, died in a boat crash off Miami Beach, Florida on 25 September 2016. The 24 year old was one of three people who lost their lives when the speed boat stuck a jetty.

Access all our previous casualty newsletters here 

No.3 Dae Yang

Product tanker, IMO 8879689, Built 1994, 1,956 dwt

Date of Casualty 27 September 2016

Voyage Yeosu to Gunsang, South Korea

Cargo Bunker fuel

Type of Casualty Allided with a bridge under construction in the Yellow sea at Shinan Island in South Korea following a blackout.

Type of Claim Allision damage claim

Margrete Læso

Ferry, IMO 9139438, Built 1997, 480 dwt

Date of Casualty 27 September 2016

Type of Casualty Allided with a pier whilst departing Frederikshavn, Denmark.

Type of Claim Allision damage claim

P&I Skuld



Jiannan 12

Passenger ferry, No other details

Date of Casualty 28 September 2016

Type of Casualty Capsized and sank at Xiaogang village fishing port, after being hit by typhoon Megi.

Type of Claim Salvage claim



CASUALTY FOLLOW-UP

Erin Wood and Daroja - edition 127 - the Marine Accident Investigation Branch (MAIB) expects to publish its report on the August 2015 collision in the next few weeks.

Umoe Ventus - edition 127 - a report on the fire which destroyed the vessel on 23 December last year has been published by the Danish Maritime Accident Investigation Board. The fire was caused by insufficient cooling of the lift fan engine exhaust system, which ignited the exhaust muffler and/or the compartment where it was mounted. Click here for the full report.

Benita - editions - 169, 170, 171, 172, 174 & 175 charges have been filed in Mauritius against the 38 year old Filipino sailor Omar Taton Palms. The sailor is accused of endangering the vessel by interfering with the generators in the engine room and assaulting the fourth engineer Alvin Venancio Maderse. The trial will take place on 25 October 2016.

Transocean Winner - editions 176, 177, 178, 179, 180 & 182- high winds have prevented the rig being floated onto the

heavy lift vessel *Hawk*. It is hoped the next few days will bring an improvement in the weather.

CCNI Arauco - editions 180, 181 & 182 - the containership was moved to the Blohm & Voss yard in Hamburg on 22 September and the remaining 85 containers from the fire damaged hold were removed the following day. Discussions continue on where the vessel will be repaired but the vessel is expected to return to service at the end of October. There is still no news regarding onforwarding arrangements.

Gang Tai Tai Zhou - edition 182 - Xiamen authorities have offered Fujian province in China to provide assistance with clean-up work following the capsizing of the vessel during Typhoon Meranti. The vessel's owners Hong Sheng Gang Tai Shipping closed operations in 2015 leaving large debts.

Wan Hai 307 - edition 182 - having discharged the damaged containers at Hong Kong, the vessel departed the port on 26 September 2016.

