

Roose + Partners

Casualty Newsletter 186

19th October 2016

FEATURE CASUALTY

Nathan E. Stewart/DBL 55

Nathan E. Stewart - Tug, IMO 8968210, Built 2001, 302 dwt

DBL 55 - Petroleum barge, No other details

Date of Casualty 13 October 2016

Voyage Ketchikan, Alaska to Vancouver, Canada

Cargo None

Type of Casualty Grounding

Type of Claim Total loss and wreck removal

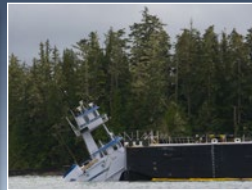
In the early hours of 13 October the tug *Nathan E Stewart* and the fuel barge *DBL 55*, owned by the Texas-based Kirby Corporation, ran aground on a reef north of Athlone Island 20 km west of Bella Bella on British Columbia's remote central coast. The tug was proceeding southbound from Alaska and was towing the empty barge through the waters off the Great Bear Rainforest when it struck the Edge Reef in the Seaforth Channel just after 1am. The tug, which remained attached to the barge, partially sank following a breach in her hull. Three of her fuel tanks were damaged and she began leaking diesel oil into sea. At the time of her departure from Alaska she had some 50,000 gallons of diesel on board.

The Western Canada Marine Response Corporation (WMRC) activated its emergency response plan and deployed vessels and crews from its base in Prince Rupert. A mobile skimming vessel, two boom skiffs, a workboat and tug and barge with three response trailers were sent to the grounding site. Resolve Marine Group were also contracted to assist in the salvage efforts. Two coast guard vessels, the *Bartlett* and *John P. Tully*, were also deployed to the site. The tug had seven crew members aboard at the time and they were safely transferred to the coast guard vessel *Bartlett*. Prior to this steps were taken to pump some of the

diesel from the tug onto the barge but only 25 tons was transferred before the tug's pumps failed. The *DBL 55* has been moved to a safe anchorage at the mouth of Dundavan Inlet. Booms were laid out around the tug to try to contain the diesel fuel.

Poor weather in the area has hampered the salvage and containment efforts with booms being pushed out of place and oil has escaped. The spill threatens to devastate a sensitive harvesting area for manila clam beds. These are an important source of income for the Hellsuk First Nations people and legal action against the tug owners is being considered. Efforts to remove the diesel from the water using a process called 'hot tapping' is also expected to begin early next week. Salvors have commenced operations to remove the remaining fuel from the tug and this is expected to be completed today. With another storm forecast to hit the area later today salvors have been working against the clock to complete the discharge operation. Once the fuel has been removed salvors will try to lift the tug onto a crane barge.

The *Nathan E. Stewart* is an articulated tug barge which is designed to plug into and push the 287 ft barge. The area of the grounding is part of the Voluntary Tanker Exclusion Zone although the Kirby owned tug was permitted to use the route without pilot assistance due to its size. Canada's Pacific Pilotage Authority has suspended regulations that permit Kirby's vessels to operate without a local pilot on the West Coast of Canada pending an investigation into the incident.



NEW CASUALTIES



Sirene ▲

Self-propelled barge, No other details

Date of Casualty 11 October 2016 - Late Notification

Voyage Unknown to Mannheim, Germany

Cargo 900 m/t of fertilizer

Type of Casualty Grounded on the Rhine Quay in Mannheim. The vessel required lightening.

Type of Claim Salvage claim and/or General Average declaration



ASPTR-1 ▲

Crane barge, IMO 8953344, Built 1962, 1,000 dwt

Date of Casualty 12 October 2016

Type of Casualty Capsized and sank in the Black Sea off the coast of Livadiya, Russia, whilst under tow. Five crew members were recovered but three are missing.

Type of Claim Total loss and loss of life claims

Gunnar Tordarson

Fish carrier (general cargo vessel), IMO 8101379, Built 1982, 320 dwt

Date of Casualty 12 October 2016

Type of Casualty Propeller fouled by nets and lines in bad weather off Bidudalur, Iceland. The vessel was disabled and

drifting during severe weather. The Icelandic Coastguard vessel *Thor* was dispatched to provide assistance. Divers cleared the obstruction and the vessel sailed to port under her own power.

Type of Claim Possible salvage type claim



Auriga ▲

General cargo vessel with container capacity, IMO 9551662, Built 2010, 5,134 dwt

Date of Casualty 12 October 2016

Voyage Brünsbuttel, Germany to Tornio, Finland

Cargo No details

Type of Casualty Ran into the embankment and grounded on the Kiel Canal near Tackesdorf reportedly following a blackout. The vessel was refloated by tugs and proceeded to Kiel for survey. She has since proceeded.

Type of Claim Possible hull damage and salvage claim

P&I Swedish Club

Germania - GRE 3

Fishing vessel, 23 gt

Date of Casualty 12 October 2016

Type of Casualty Ran aground off the North Beach of Borkum island during poor weather. The vessel was pulled off during the high tide.

Type of Claim Possible salvage type claim



Further casualties overleaf ▶

Asanda

Fishing vessel, IMO 6914514, Built 1969, 415 dwt

Date of Casualty 13 October 2016

Type of Casualty Suffered mechanical issues 100 nm south of the port of Magadan. The vessel was taken in tow to Vladivostok

Type of Claim Possible salvage type claim



Wyndham Grand ▲

River Passenger vessel, no other details

Date of Casualty 14 October 2016

Type of Casualty Listing and sinking near London Bridge on the River Thames.

Type of Claim Hull damage and salvage type claim

Pacific Princess ▼

Passenger cruise vessel, IMO 9187887, Built 1999, 2,700 dwt

Date of Casualty 14 October 2014

Type of Casualty Allided with a breakwater whilst entering Nice during rough weather. The vessel suffered a hull breach and water ingress. The ingress was controlled by a team of divers and fire-fighters. The vessel had 669 passengers and 382 crew members on board. The remainder of the cruise was cancelled.

NEW CASUALTIES - Continued - edition (186)

Type of Claim Allision damage and passenger claims

P&I Gard

Mazovia

Passenger ro-ro, IMO 9010814, Built 1996, 6,124 dwt

Date of Casualty 14 October 2014

Type of Casualty Disabled following a fire in Ystad.

Type of Claim Fire damage claim

P&I Steamship Mutual

Volgoneft 143

Product tanker, IMO 8864751, Built 1979, 4,750 dwt

Date of Casualty 14 October 2016

Voyage Rostov to Kavkaz, Russia

Cargo No details

Type of Casualty Grounded at Rostov Roads, Russia

Type of Claim Possible hull damage and salvage claim

Dharma Kencana VIII

Passenger ro-ro, IMO 8807428, Built 1988, 1,064 dwt

Date of Casualty 14 October 2016

Type of Casualty Struck a reef near Labuan Bajo, Indonesia and partially sank. Passengers were evacuated to a passing cruise ship.

Type of Claim Hull damage and salvage/wreck removal

P&I RaetsMarine BV

Statfjord A

Drill platform, No other details

Date of Casualty 16 October 2016

Position Statfjord field, North Sea

Type of Casualty Suffered a fire. Production was shut down and workers transported to the *Statfjord B* platform.

Type of Claim Fire damage claim



Nautrans

Self-propelled barge, 1,185 ts

Date of Casualty 16 October 2016

Voyage No details

Cargo Limestone

Type of Casualty Suffered water ingress after contacting the seabed and partially sank within the lock complex in Weurt, Holland. The vessel required lightering and patching.

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

Fosen

Passenger ro-ro, IMO 8808496, Built 1989, 790 dwt

Date of Casualty 17 October 2016

Type of Casualty Became disabled in the Fusa Fjord. The vessel was towed to Fusa, Norway.

Type of Claim Possible salvage type claim

P&I Gard

Mondial

Self-propelled barge, 1,850 ts

Date of Casualty 17 October 2016

Voyage No details

Cargo In ballast

Type of Casualty Suffered water ingress in the engine room and began sinking on the Dortmund-Ems-Canal.

Type of Claim Salvage type claim

Harlingerland

Ferry, IMO 7904592, Built 1979, 81 dwt

Date of Casualty 17 October 2016

Type of Casualty Ran aground near Wangerooge, Germany. The vessel, with 286 People on board, was refloated by a local lifeboat.

Type of Claim Possible hull damage and salvage claim

P&I Hanseatic



Endeavour

Tank barge, No other details

Date of Casualty 17 October 2016

Voyage At Ludwigshafen

Cargo No details

Type of Casualty The vessel was in Ludwigshafen when a shore-side explosion at the BASF factory caused a crew member on board to go overboard and he is missing. Two employees of BASF were also killed and six workers were seriously injured.

Type of Claim Loss of life claim

Esther Rajathi

Yacht, Built 2015

Date of Casualty 17 October 2016

Type of Casualty Grounded off the Maldives near Lhaviyani Atoll

Type of Claim Hull damage, salvage and reef damage claims

Tanja Deymann 1

Tank barge, 1,615 ts

Date of Casualty 18 October 2016

Voyage No details

Cargo No details

Type of Casualty Allided with a road bridge on the river Moselle, Luxembourg. The wheelhouse was severely damaged with the loss estimated to be around Euro 100,000.

Type of Claim Allision damage claim

Gulf/Shangri-La

Gulf - General cargo vessel with container capacity, IMO 8937352, Built 2000, 4,325 dwt

Shangri-La - Sailing ship, No details

Date of Casualty 19 October 2016

Voyage Casablanca, Morocco to Cagliari, Italy

Cargo No details

Type of Casualty Collision off Gibraltar.

Type of Claim Collision damage claim

Hong Xing 1

General cargo vessel, No other details

Date of Casualty 19 October 2016

Voyage Shanghai to Zhanjiang, China

Cargo 978 m/t of steel

Type of Casualty Suffered engine failure in poor weather. The vessel anchored off Maoming but her anchors began to drag and emergency assistance was requested. A rescue tug from Maoming pulled the vessel into port.

Type of Claim Salvage claim and/or General Average declaration

Fluvius Plym

General cargo vessel with container capacity, IMO 9163611, Built 1998, 3,211 dwt

Date of Casualty 19 October 2016

Voyage Dunkirk, France to Esbjerg, Denmark

Cargo Wind turbine poles

Type of Casualty Loss of cargo overboard.

Type of Claim Cargo loss

Karaagac/Princess Maria

Karaagac - Bulk carrier, IMO 9353216, Built 2007, 53,350 dwt

Princess Maria - General cargo with container capacity, IMO 7528556, Built 1977, 5,766 dwt

Date of Casualty 19 October 2016

Voyage Bandirma, Turkey to Port Said, Egypt / Iskenderun, Turkey to Kerch, Ukraine

Cargo Loaded, no details / In ballast

Type of Casualty In collision near Bozcaada Island.

Type of Claim Collision damage claim

P&I Skuld / n/a

CASUALTY FOLLOW-UP



Sewol - editions 113, 117, 120, 123, 125, 131, 149, 160, 168, 170 & 175 - with salvage operations hampered by continuing bad weather it is thought likely the work to raise the wreck of the *Sewol* will continue into 2017. Salvors have so far attached 20 steel lifting beams to the vessel. The remaining six lifting beams are due to be installed at the stern but this is partly buried in the seabed. Once all 26 beams are in place a giant crane will try to lift the *Sewol* on to a floating dock.

Flinterstar - editions 132, 133, 134, 135, 139, 140, 152, 161, 165, 169, 170 & 180 - the remaining debris from the wreck, including the vessel's anchor, has now been cleared from the seabed and the area off the coast of Zeebrugge has been reopened to all traffic including fishing boats.

Transocean Winner - editions 176, 177, 178, 179, 180, 182, 184 & 185 - on 14 October 2016 the damaged rig finally departed from its position off the Isle of Lewis on the heavy lift vessel *Hawk*.

The voyage to Malta is expected to take approximately two weeks.

Hebrides editions 183 & 184 - repairs to the damaged ferry have been completed. The ferry is due to resume service this week.

Comstar - edition 185 - was refloated in the evening off 12 October and berthed in Sandnessjoen at 9:50 pm. Divers found no major visible damage to the hull.

Boom - edition 185 - after 150 m/t of steel was lightered the *Boom* was pulled off the sandbar. The vessel briefly re-grounded on 13 October but was refloated later in the evening. She proceeded to Deggendorf. The grounding site remained under restriction for another day whilst sand and gravel which had built up around the vessel was removed.

BBC Colorado - edition 185 - the vessel was due to arrive in Seattle, her port of refuge, yesterday. The owners of the vessel have declared General Average and appointed Groninger Walke Janssen as GA Adjusters. Roose+Partners are assisting part cargo interests.

