

# Roose + Partners

## Casualty Newsletter 194

14th December 2016

### FEATURE CASUALTY

## Askö

General cargo with container capacity, IMO 9333450, Built 2005, 4,518 dwt

**Date of Casualty** 9 December 2016

**Voyage** Södertälje to Hässelby, Sweden

**Cargo** Pellets

**Type of Casualty** Grounding

**Type of Claim** Hull damage and salvage claim

The general cargo vessel *Askö* grounded off Hässelby, Sweden at approximately 4 a.m. on 9 December 2016.

The 2005 built vessel was on a voyage from Södertälje loaded with a cargo of wood pellets, and was proceeding into the port of Hässelby, which is located in lake Malaren, a fresh water reservoir north west of Stockholm, when she ran hard aground. The grounding caused breaches in the vessel's hull forward and she began taking on water. The crew were able to control the water ingress using the vessel's bilge pumps

but the vessel was unable to refloat by her own means and third party assistance was sought.

The Swedish Coastguard dispatched emergency vessels to the grounding site and also conducted an aerial inspection of the grounding site to get an overview of the situation and to ascertain whether there was any leakage from the vessel. The environmental protection vessel *KBV 050* and the patrol boat *KBV 309* as well as the search and rescue boats *Rescue 11-07* and *Rescue Ekerö* arrived on site around 9 a.m. A diving inspection was carried out which revealed that whilst there were breaches in four of the vessel's ballast tanks the fuel tanks were unaffected being situated well astern of the damaged areas. As the tanks were not in contact with the ground the risk of any fuel leak was considered to be small. Agreement was given for the refloating attempt to proceed.

The tugs *Leif* and *Montfred* arrived at the grounding site on

10 December and they tried for several hours to pull the vessel afloat. Their efforts were unsuccessful and it was determined that the vessel would need to be lightened. The barge *Oliver* was therefore deployed from Stockholm with a mobile crane and late in the evening of 11 December after sufficient cargo had been lightened, the *Askö* was reloaded by the attending tugs. After a preliminary inspection the vessel was taken into berth at Hässelby power station at 4.40 a.m. on 12 December to discharge her cargo.

The *Askö* has since proceeded to Gdansk where she will undergo repairs.



### NEW CASUALTIES



#### Exito ▽

Supply vessel, IMO 7427831, Built 1956, 188 gt

**Date of Casualty** 7 December 2016

**Voyage** Dutch Harbor to Akutan, Alaska, USA

**Cargo** General provisions

**Type of Casualty** Sank off Dutch Harbor after suffering water ingress. Three crew members were rescued by the nearby vessels but two were lost.

**Type of Claim** Total loss and loss of life claims

#### Go Regulus/Longda ▽

*Go Regulus* – Anchor handling tug/supply, IMO 9540780, Built 2011, 2,486 dwt  
*Longda* – Fish factory, IMO 8225412, Built 1982, 2,118 dwt

**Date of Casualty** 7 December 2016

**Type of Casualty** The AHST collided with the *Longda*, an unnamed vessel and the Sturrock Dry Dock in Cape Town, South Africa. Video footage [here](#).

**Type of Claim** Collision/allision damage claim

**P&I** Shipowners Club / British Marine



#### Sea Ems

General cargo vessel, IMO 9142526, Built 1996, 2,503 dwt

**Date of Casualty** 7 December 2016

**Voyage** Howdendyke, UK to Limerick, Ireland

**Cargo** No details

**Type of Casualty** Suffered engine failure in the English Channel. The vessel was towed into Fowey by the tug *SD Mars*.

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

**P&I** Hanseatic

#### Ice Breeze

Reefer, IMO 8609802, Built 1987, 3,939 dwt

**Date of Casualty** 7 December 2016

**Voyage** Busan, Korea to Russia

**Cargo** In ballast

**Type of Casualty** Pushed aground in the Second Kuril Strait near Shumshu Island during poor weather in the Sea of Okhotsk. The vessel was holed.

**Type of Claim** Hull damager and salvage claim

#### Further casualties overleaf ▸

**Type of Casualty** Collided with an unnamed fishing vessel in the Korea Strait north of Jeju, South Korea. Five crew members were rescued but four others died.

**Type of Claim** Collision damage and loss of life claims

**P&I** North of England



#### Anna Smile ▽

Bulk carrier, IMO 9280770, Built 2004, 74,823 dwt

**Date of Casualty** 8 December 2016

**Voyage** Port Said, Egypt to Nikolayev, Ukraine

**Cargo** In ballast

**Type of Casualty** Suffered engine failure transiting the Bosphorus. The vessel was able to anchor. Coastal Safety tugs towed the vessel to the Ahirkapi Anchorage.

**Type of Claim** Salvage claim

**P&I** Skuld

#### Ringasund ▽

Salvage tug, IMO 8133736, Built 1968, 176 gt

**Date of Casualty** 7 December 2016

**Type of Casualty** Engine room fire off Hordvikneset, Norway causing a loss of propulsion. The lifeboat *Kristian Gerhard Jebesen* and the fire-fighting tug *Sjoberand* assisted in the fire fighting and towed the vessel to Bergen.

**Type of Claim** Fire damage and possible salvage claim

#### CSAV Tyndal

Fully cellular containership, IMO 9627928, Built 2014, 116,058 dwt

**Date of Casualty** 8 December 2016

**Voyage** Busan, South Korea to Qingdao, China

**Cargo** General containerised cargo





# Roose + Partners

## NEW CASUALTIES - Continued - edition 194

### Globe Trinco

Bulk carrier, IMO 9403126, Built 2008, 58,750 dwt

**Date of Casualty** 8 December 2016

**Voyage** San Lorenzo, Argentina to Bejaia, Algeria

**Cargo** No details

**Type of Casualty** Grounded on the Parana River close to the Rosario Port. Tugs *Coopor Estibador I* and *Coopor Estibador II* refloated the vessel the following day.

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

**P&I** London Club



### VTB 36

General cargo vessel, IMO 9577331, Built 2010, 5,193 dwt

**Date of Casualty** 9 December 2016

**Voyage** Cai Mep to Qui Nhon, Vietnam

**Cargo** 4,630 m/t of maize

**Type of Casualty** Caught fire whilst on the Thi Vai river in Vietnam. The superstructure was gutted. The vessel was towed to Vung Tau, Vietnam.

**Type of Claim** Fire damage and possible General Average declaration

### Wen Cheng/Jangho Win

*Wen Cheng* – General cargo vessel, IMO 8896819, Built 1994, 1,530 dwt

*Jangho Win* – General cargo vessel, IMO 9103623, Built 1994, 1,663 dwt

**Date of Casualty** 9 December 2016

**Voyage** Hannan to Moji, Japan / Tanoura to Moji, Japan

**Cargo** No details

**Type of Casualty** Collided in the Kanmon Straits

**Type of Claim** Collision damage claim

### Ionic Spirit/Nord Peak

*Ionic Spirit* – Bulk carrier, IMO 9514200, Built 2010, 56,108 dwt

*Nord Peak* – Bulk carrier, IMO 9566564,

Built 2011, 61,649 dwt

**Date of Casualty** 10 December 2016

**Voyage** Richards Bay, South Africa to Chittagong / Santos, Brazil to Chittagong, Bangladesh

**Cargo** 53,533 m/t of coal / 58,966 m/t of corn

**Type of Casualty** The *Ionic Spirit* collided with the *Nord Peak* which was discharging cargo into lightering vessels at Chittagong outer anchorage.

**Type of Claim** Collision damage and possible cargo damage

**P&I** Both entered with Britannia Club

### Wilhelmine

Ro-ro cargo vessel, IMO 9539080, Built 2012, 6,374 dwt

**Date of Casualty** 10 December 2016

**Voyage** Rotterdam, Netherlands to Leixoes, Portugal

**Cargo** No details

**Type of Casualty** Main engine failure off Dungeness. The vessel is operating on emergency power. *Multratug 4* is enroute from Flushing

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

### Siempre Urbegi

Fishing vessel, No other details

**Date of Casualty** 10 December 2016

**Type of Casualty** Ran aground on rocky shallow and partially sank in the Bay of Biscay off Malpica, Spain. Salvors successfully raised the vessel and she was taken into Malpica

**Type of Claim** Hull damage and salvage claim

### Melusine/Superspeed 1

*Melusine* - Ro-ro cargo vessel, IMO, 9166637, Built 1997, 9,729 dwt

*Superspeed 1* – Ferry, IMO 9374519, Built 2008, 5,400 dwt

**Date of Casualty** 11 December 2016

**Voyage** Hirtshals, Denmark to Zeebrugge, Belgium / Hirtshals, Denmark to Kristiansand, Norway

**Cargo** No details / n/a

**Type of Casualty** The ro-ro was manoeuvring in the port of Hirtshals when it struck the passenger ferry.

**Type of Claim** Collision damage claim

**P&I** UK Club / Gard



### Beate Jägers

Tank barge, Built 1967, 2,320 ts

**Date of Casualty** 11 December 2016

**Voyage** Duisburg, Germany to the Netherlands

**Cargo** Unknown

**Type of Casualty** Collided with an unnamed tank barge in Volkerak.

**Type of Claim** Collision. Damage claim

## LOF NEWS

### Rook

Bulk carrier, IMO 9404455, Built 2010, 37,852 dwt

**Date of Casualty** 10 December 2016

**Voyage** Lianyungang, China to Vancouver, Canada

**Cargo** In ballast

**Type of Casualty** Immobilized east of Japan. Five Oceans Salvage have been contracted to provided assistance under an LOF Salvage contract. Tug *Shin Chou Maru* has been dispatched.

**Type of Claim** LOF salvage claim

**P&I** West of England

[Access all our previous casualty newsletters here](#)



### Jin Ruiyi 88

Fishing vessel, No other details

**Date of Casualty** 12 December 2016

**Type of Casualty** Capsized in heavy seas off New Taipei's Shimen, Taiwan. Seven crew were lost. The skipper was rescued from an air pocket after rescuers cut a hole in the hull.

**Type of Claim** Total loss and loss of life claims

### United Enterprise

Product tanker, IMO8705735, Built 1990, 34,999 dwt

**Date of Casualty** 13 December 2016 - Reported

**Type of Casualty** Explosion and fire whilst unloaded and at anchor off Lagos.

**Type of Claim** Damage claim

**P&I** American Club

## CASUALTY FOLLOW-UP



**Troll Solution** – editions 110 & 112 – the wreck removal of the jack-up rig has been completed by Ardent Salvage. The operation is reported to be the largest wreck removal project completed in 2016.

**CCNI Arauco** - editions 180 & 181 - the containership left the Blohm & Voss Yard in Hamburg on 11 December 2016 and headed for the North Sea to undergo sea trials.

**Salvage Titan** – edition 193 – The vessel remains aground. The barge has been refloated and proceeded to Port Klang.

**Muros** – edition 193 – was refloated in the early morning of 9 December 2016 by the tug *RT Adriaan* and taken to an anchorage off the coast of Sherringham, UK.

**Zjawa IV** – edition 193 – bad weather has hampered the salvage operation. An underwater survey by salvors has shown the yacht to have suffered extensive damage which will prevent a conventional refloating. A barge will now be brought in and salvors will attempt to lift the vessel onto its deck by crane. Only 20 of the 600 litre of fuel in the tanks has so far been removed. Salvors Ardent Global have been contracted.

**Antaios** – edition 193 – The multi-purpose tug *Peridot* was mobilised from Cape Town together with specialist personnel and equipment to begin preparations for the transfer of bunker fuel and water, including the pumping of the flooded engine room. The South African Maritime Authority (SAMSA) has ordered that the oil removal is prioritised so as to neutralise any environmental threat before permitting the vessel into Cape Town. The vessel must remain 30 miles off the coast.



**FT Focce and Happy Eagle** – edition 193 – both vessels will be repaired in Algeria following the collision on 4 December 2016.

**V Due** – edition 193 – was allowed to return to Liverpool by authorities and berthed in the Alexandra Dock on 9 December 2016.

