

FEATURE CASUALTY

Citius

Bulk carrier, IMO 9398694, Built 2010, 170,000 dwt

Date of Casualty 17 December 2016

Voyage Rotterdam to Rouen, France

Cargo Coal

Type of Casualty Grounding

Type of Claim Salvage claim and/or General Average declaration

P&I Gard

On 17 December 2016, as the bulk carrier *Citius* was proceeding upstream on the Seine meander, between Le Havre and Rouen, France she ran aground. The vessel, which was laden with a cargo of coal, originally from Richards Bay South Africa, reportedly suffered an engine failure shortly before the grounding and was therefore unable to refloat under her own power.

Following the power loss the *Citius* drifted in the narrow confines of the river and came to rest on a mud shallow near the buoy of Quillebeuf. The incident was reported to the Grand Maritime Port of Rouen who immediately dispatched tugs

from Port-Jérôme to the site. The tugs tried unsuccessfully to refloat the vessel. Authorities then deployed a further six tugs to provide assistance, with four proceeding from Le Havre and two from Rouen.

At 1730 hours with the tugs *Rmt Penfret*, *Vb 21 Fecamp*, *Vb Beauville 26*, *Vb Gascogne 22* and *Vb Yport 12* connected, the vessel's aft was pulled free from the mud. However the operation was halted due to the falling tide. Later in the evening at 2230 hours the refloating efforts were recommenced and the vessel was freed on the rising tide. At around midnight the tugs *Louis Thomas*, *Cpt Jean Thomas*, *Rmt Penfret*, *Vb 21 Fecamp*, *Vb Deauville 26*, *Vb Gascogne 22* and *Vb Yport 12* assisted and escorted the bulk carrier to deeper water. The salvage tug *Abeille Liberté* was readied and towed the casualty to a berth at Radicatel, France. Part of her cargo has been unloaded by shore cranes and she is expected to depart for a shipyard (to be nominated) in the next few days.

NEW CASUALTIES



Renate P ▣

Fully cellular containership, IMO 9144718, Built 1997, 12,950 dwt

Date of Casualty 13/14 December 2016

Voyage Barcelona to Alicante, Spain

Cargo General containerised cargo

Type of Casualty Collision, no details.

The vessel arrived at Valletta on 16 December to undergo collision damage repairs to her bulbous bow.

Type of Claim Collision damage claim

P&I North of England

Epic Corsica

LPG Carrier, IMO 9496197, Built 2009, 3,097 dwt

Date of Casualty 14 December 2016 – Late Notification

Voyage Yosu, South Korea to Mizushima, Japan

Cargo LPG

Type of Casualty Grounded off Mizushima, Japan.

Type of Claim Possible hull damage and salvage claim

P&I North of England

Reia Faye

Product tanker, Built 2012, 1,200 dwt

Date of Casualty 14 December 2016 – Late Notification

Voyage Anchored at Barangay Luz, Philippines

Cargo In ballast

Type of Casualty Caught fire whilst off Bataan, Philippines after an explosion in the engine room during welding works. The crew abandoned the vessel. Many were injured.

Type of Claim Fire damage and crew claims

Havgull

Fish carrier, IMO 8880389, Built 1969, 103 gt

Date of Casualty 15 December 2016

Type of Casualty Grounded under the Connel Bridge, near Oban, Scotland. The vessel refloated with the rising tide.

Type of Claim Possible hull damage claim

Nord Spirit

Bulk carrier, IMO 9405485, Built 2008, 53,482 dwt

Date of Casualty 15 December 2016

Voyage Kashima, Japan to Vostochnyy, Russia

Cargo No details

Type of Casualty Engine difficulties off Kinkasan.

Type of Claim Possible salvage claim

P&I Standard Club

Patris

General cargo vessel with container capacity, IMO 9137210, Built 1998, 3,853 dwt

Date of Casualty 16 December 2016

Voyage Astrakhan, Russia to Bandar Anzali, Iran

Cargo 2,787 m/t of corn

Type of Casualty Pushed aground and held by ice on the Volgo-Caspian Ship Canal.

Type of Claim Salvage claim and/or General Average declaration

Fast Cat M11

Ferry, IMO 9768473, Built 2015, 300 dwt

Date of Casualty 16 December 2016

Type of Casualty Ran aground shortly after departing Tubigon, Philippines. The vessel refloated with tug assistance and returned to Tubigon for inspection.

Type of Claim Salvage claim



Burg Eberbach ▣

Inland Passenger vessel, No other details

Date of Casualty 16 December 2016

Type of Casualty Guttled by fire whilst undergoing survey and repairs in Maasbracht.

Type of Claim Total loss claim

Berlin Trader

General cargo vessel with container capacity, IMO 9509683, Built 2010, 33,249 dwt

Date of Casualty 16 December 2016

Voyage St. Petersburg, Russia to Veracruz, Mexico

Cargo Advised as dangerous goods

Type of Casualty Suffered a cargo shift. The vessel headed to Ponta Delgada to restow cargo.

Type of Claim Possible General Average declaration

P&I Standard Club

Further casualties overleaf ▶



Adler Princess ▣

Passenger vessel, IMO 8876302, Built 1989, 112 dwt

Date of Casualty 17 December 2016

Type of Casualty Fire whilst berthed at Hamburg. The vessel was gutted.

Type of Claim Fire damage claim

Glomfjord

Trawler, IMO 9032472, Built 1992, 126 dwt

Date of Casualty 16 December 2016

Type of Casualty Suffered an engine issue off east south-east from Beachy head light. The vessel was towed into Portsmouth.

Type of Claim Towage claim

Hong Yuan 02 ▣

Containership, IMO 9137703, Built 1997, 30,637 dwt

Date of Casualty 16 December 2016

Voyage Jingtang to Humen, China

Cargo General containerised cargo

Type of Casualty Grounded on a reef off Small Huanglong Island, China in the East China Sea. The vessel was breached and suffered water ingress. The vessel required lightening of containers.

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

Roose + Partners

NEW CASUALTIES - Continued - edition (195)

MSC Regulus/Don Gerardo II

MSC Regulus – Fully cellular containership, IMO 9465291, Built 2012, 140,951 dwt
Don Gerardo II – Fishing vessel, No other details

Date of Casualty 17 December 2016

Voyage Callao, Peru to Lazaro Cardenas Mexico

Cargo General containerised cargo

Type of Casualty Collision off the Zorritos coast, Peru. The fishing vessel capsized. Five of her crew died, six are missing and twelve were recovered.

Type of Claim Collision damage and loss of life claims

P&I UK Club



Meggy

Self-propelled barge, 1,178 ts

Date of Casualty 17 December 2016

Voyage to Magdeburg, Germany

Cargo 750 m/t of fertiliser

Type of Casualty Grounded on the Rhine at Oberwesel. The vessel was refloated by tugs after 150 m/t of cargo had been lightened.

Type of Claim Salvage claim and/or General Average declaration



MOL Brilliance/Cai Mep 28

MOL Brilliance – Fully cellular containership, IMO 9685334, Built 2014, 115,173 dwt

Cai Mep 28 – Coastal container barge, No other details

Date of Casualty 17 December 2016

Voyage Phu My, Vietnam to Singapore

Cargo General containerised cargo

Type of Casualty The MOL Brilliance collided with the container barge on the Cai Mep-Thi Vai river, Vietnam during manoeuvring operations. The barge was holed and the MOL Brilliance suffered damage to her bulbous bow.

Type of Claim Collision damage claim, possible cargo damage

P&I Swedish Club

Langeness

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

Date of Casualty 17 December 2016

Voyage Bremerhaven, Germany to Helsinki, Finland

Cargo General containerised cargo

Type of Casualty Suffered engine difficulties transiting the Elbe. The vessel was assisted by tugs and towed towards Wilhelmshaven.

Type of Claim Possible General Average declaration

P&I Hanseatic

Neva Lux/Barmbek

Neva Lux – Combined chemical and oil tanker, IMO, Built 1969, 1,256 dwt

Barmbek – Fully cellular containership, IMO 9313228, Built 2005, 15,956 dwt

Date of Casualty 17 December 2016

Voyage No details / St Petersburg, Russia to Hamburg, Germany

Cargo No details / General containerised cargo

Type of Casualty The *Neva Lux* struck the containership which was berthed at the port of St. Petersburg.

Type of Claim Possible collision damage claim

P&I Standard Club / Gard



LCT Navistar

Ferry, IMO 9099377, Built 1996, 388 gt

Date of Casualty 17 December 2016

Type of Casualty Ran aground at Escalante port during berthing operations.

Type of Claim Possible hull damage and salvage claim

Shizhnyia

General cargo vessel, IMO 8871572, Built 1987, 3,997 dwt

Date of Casualty 18 December 2016

Voyage Astrakhan, Russia to Amirabad, Iran
Cargo 3,648 m/t of general cargo

Type of Casualty Ran aground on the Volgo-Caspian Ship Canal.

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

P&I West of England

Lady Tuna

Reefer, IMO 9453418, Built 2007, 4,867 dwt

Date of Casualty 18 December 2016

Type of Casualty Ran aground at Cesme Bay, Turkey whilst waiting to load tuna. The vessel was breached and suffered water ingress.

Type of Claim Hull damage and salvage claim

P&I Standard Club



Millau Bridge

Fully cellular containership, IMO 9706736, Built 2015, 147,443 dwt

Date of Casualty 18 December 2016

Voyage Piraeus, Greece to Port Said, Egypt

Cargo General containerised cargo

Type of Casualty Suffered engine failure off Milos Island, Greece in poor weather. The vessel was towed back to Piraeus by three tugs dispatched by the Coast Guard.

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

P&I Japan Shipowners

Rec ep Tayyip Erdogan

Passenger ro-ro, IMO 9283485, Built 2003, 291 dwt

Date of Casualty 18 December 2016

Type of Casualty Allided with the Pendik ferry terminal ramp. Both the vessel and ramp suffered some damage.

Type of Claim Allision damage claim

P&I RaetsMarine BV

Cape Bon

Product tanker, IMO 9260055, Built 2003, 35,089 dwt

Date of Casualty 19 December 2016

CASUALTY FOLLOW-UP



Sea Worker – editions 149, 150, 151 & 152, 178 & 182 – the Danish Maritime Accident Investigation Board report on the grounding of the rig off Jutland in January 2016 has been published. The rig was being towed by the tug *Amber II* when the line parted on 27 January and could not be reconnected. The report concludes that no single factor was responsible but that the accident was the result of a number of organizational factors relating to the planning and execution of towage operation. Click [here](#) to read the full report.

Bastide Otio – edition 193 – the yacht is presumed to have sunk in the Indian Ocean after suffering keel damage during the Vendée Globe Race. The skipper abandoned the yacht but hoped the tracking beacons on the vessel would enable him to recover it at a later date. However the beacons have stopped transmitting.

Zjawa IV – editions 193 & 194 – the yacht has been raised and placed onto a barge by salvors Ardent Global.

Voyage Le Havre to Dunkirk, France

Cargo 32,000 m/t of hazardous cargo

Type of Casualty Loss of power after a fire in the English Channel 10 nm off Calais, France. Tug *Abeille Languedoc* was dispatched from Boulogne-sur-Mer and stood by whilst the crew tried to effect repairs. The shipowner later contracted with Multiraship whose tug *Multiraship 20* towed the vessel to Dunkirk Roads where she remains.

Type of Claim Possible General Average declaration

P&I Steamship Mutual

Sinotrans Xiamen/Min Shi Yu 07878

Sinotrans Xiamen – Fully cellular containership, IMO 9367968, Built 2008, 12,550 dwt

Min Shi Yu 07878 – Fishing vessel, No other details

Date of Casualty 20 December 2016

Voyage Shantou to Quanzhou, China

Cargo General containerised cargo / n/a

Type of Casualty Collision in the Taiwan Strait 50 nm southwest of Xiamen, China. The fishing ship capsized and her 14 crew fell overboard. Only three were safely rescued.

Type of Claim Collision damage and loss of life claims

P&I Skuld

Star Harmony

Bulk carrier, IMO 9284520, Built 2005, 52,980 dwt

Date of Casualty 21 December 2017

Voyage Odessa, Ukraine to El Dekhelia, Egypt

Cargo 47,300 m/t of corn

Type of Casualty Grounded in the Istanbul Strait at Yenikoy point after a technical failure. Coastal Safety tugs are attending.

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

P&I West of England

IN OTHER NEWS

Problems at Hyundai Heavy Industries

Inspections have revealed meter-long cracks in the helm of several newly built supertankers from the South Korean shipyard Hyundai Heavy Industries. The problem was discovered when the *DHT Jaguar* underwent a routine survey. The fault has also been found in the *DHT Leopard*. 35 super tankers will now be examined. Several owners have already inspected their vessels without issue although others were found to have similar faults.

Loss of Lightering Vessels

Four lightering vessels sank in Chittagong and the Sandwip and Hatiya channels of the Bay of Bengal on 13 December in separate incidents. The *Glorious Sreenagar* carrying 1,500 m/t of corn capsized in the Hatiya Channel after being struck whilst at anchor by the *Titu*. Two crew members were lost. The *Labs-1*, loaded with a cargo of 1,050 m/t of cement clinker, sank near the outer anchorage of the Chittagong Port after being hit by another vessel. All 13 crew members were rescued by the Coastguard. Near Patenga sea beach lighter *Majnu* partially sank with 1800 m/t of rock phosphate on board following water ingress. The master ran the vessel aground to avoid further loss. The fourth incident occurred in the Sandwip Channel as lighter *Darin Darsab*, carrying 2,200 m/t of raw sugar, capsized after contacting a reef off Char Nurul Islam.

