

Roose + Partners

Casualty Newsletter 204

22nd February 2017

FEATURE CASUALTY

Samson Mariner/Saint Elias

Samson Mariner - Tug, IMO 7042851, Built 1970, 158 gt

Saint Elias - Barge, No other details

Date of Casualty 15 February 2017

Voyage Seattle to Valdez, Alaska, USA

Cargo General containerised cargo

Type of Casualty Grounding

Type of Claim Hull damage, salvage and pollution claims

The tug *Samson Mariner* which was towing the loaded barge *Saint Elias* ran aground on Rosa Reef in Tongass Narrows, Alaska shortly before 1900 hours in the evening of 15 February 2017. Tongass Narrows is located northwest of Ketchikan and is part of Southeast Alaska's sheltered Inside Passage.

The United States Coast Guard (USCG) Sector Juneau Command Center received a radio call at 1858 hours from the tug *Samson Mariner* reporting the incident. They confirmed details of the grounding and reported that the tug, which was loaded with 30,000 gallons of fuel oil had suffered a breach in her hull and a quantity of bunkers had been released into the sea. A Coast Guard Station Ketchikan response boat crew and Marine Safety Detachment Ketchikan anti-pollution team were immediately deployed to the site of the grounding. On arrival booms were placed around the tug and barge. In the meantime the crew of the tug took steps to try to plug the breach. A team of divers was also sent and at 2205 hours they applied a patch to the hull. The barge *Saint Elias*, which was under tow of the tug but was also carrying 40,000

gallons of fuel, did not run aground and suffered no damage as a result of the incident. Three Southeast Alaska Petroleum Response Organisation tugs took the barge to a safe anchorage at Ward Cove.

The *Samson Mariner* was refloated and towed to Ward Cove, where it was docked for survey and repairs. Survey revealed that the tug had only a small breach in her No. 2 port fuel tank of 1-2 inches. The tank had been loaded with approximately 5,000 gallons of diesel and soundings taken at Ward Cove confirmed that approximately 1,100 gallons of diesel had been lost from the tank. The local authorities immediately initiated steps to cleanse the water around the Rosa Reef and an aerial survey was conducted to determine the extent of any pollution. A petroleum sheen was found to extend approximately three miles from the incident location to the north end of Pennock Island. Authorities took steps to contain the spill and recover the oil with absorbent pads. The Coast Guard commander later advised that they expected the sheen of oil to break up over a period of 24 hours and that they did not anticipate the oil would impact sensitive areas or wildlife.



NEW CASUALTIES

Iris Express

Wood chip carrier, IMO 8908777, Built 1990, 43,003 dwt

Date of Casualty 14 February 2017 - Late Notification

Voyage Cai Lan, Vietnam to Rizhao, China

Cargo Wood chips

Type of Casualty Suffered a fire in the superstructure whilst loading cargo at the Port of Cai Lan.

Type of Claim Fire damage claim

P&I North of England



Sea Lady

Bulk carrier, IMO 9266188, Built 2003, 50,246 dwt

Date of Casualty 14 February 2017 - Late Notification

Voyage Las Palmas, Canary Islands to Skikda, Algeria

Cargo 43,700 m/t of corn/maize

Type of Casualty Ran aground at Skikda port in Algeria. The vessel was refloated two days later with the assistance of six local tugs. Port operations were severely affected during the period.

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

P&I American Club

Rossini

Chemical tanker, IMO 9156981, Built 1998, 3,090 dwt

Date of Casualty 15 February 2017

Voyage Moerdijk, Netherlands to Wismar, Germany

Cargo No details

Type of Casualty Emergency grounding following technical failure at the northern embankment of the Kiel canal. The vessel was refloated with tug assistance and ordered to anchor for survey.

Type of Claim Possible hull damage and General Average declaration

P&I Standard Club



Navigator Leo

LPG tanker, IMO 9482574, Built 2011, 22,844 dwt

Date of Casualty 15 February 2017

Voyage Le Havre, France to Ust-Luga, Russia

Cargo In ballast

Type of Casualty Suffered a fire in the storeroom whilst in the Gulf of Finland on 20 nautical miles south-west off Port of Kotka.

Type of Claim Fire damage claim

P&I Standard Club

Borey

Fishing vessel, IMO 7720001, Built 1978, 264 dwt

Date of Casualty 16 February 2017

Type of Casualty Disabled 350 miles off Bear Island in the Barents Sea. The Norwegian Coastguard vessel *Svalbard* was dispatched to assist and after six hours reached the vessel and towed her into Tromsø.

Type of Claim Possible salvage claim



Further casualties overleaf

Amadeus

General cargo vessel, IMO 9281592, Built 2003, 2,250 dwt

Date of Casualty 16 February 2017

Voyage Rotterdam, Netherlands to Flixborough, UK

Cargo 2,000 m/t of sulphur

Type of Casualty Technical problems off Cromer, UK. Tug assistance was requested and the vessel was taken to Grimsby.

Type of Claim Possible General Average declaration



Shkval

Fishing vessel, IMO 8924848, Built 1979, 36 dwt

Date of Casualty 16 February 2017

Type of Casualty Suffered engine failure whilst in the Barents Sea during poor weather and heavy seas. With the weather expected to deteriorate the tug *Murmanryba* was deployed to tow the vessel with her crew of nine to Murmansk.

Type of Claim Salvage type claim

Bellatrix

General cargo vessel, IMO 8230405, Built 1978, 2,893 dwt

Date of Casualty 16 February 2017

Voyage Nikolayev, Ukraine to Izmir, Turkey

Cargo Grain

Type of Casualty Grounded on a reef north of the island of Levos, Greece. The vessel suffered breaches.

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

P&I Hanseatic P&I

Out of the Blue

Fishing vessel, No other details

Date of Casualty 17 February 2017

Roose + Partners

NEW CASUALTIES - Continued - edition 204

Type of Casualty Suffered severe water ingress 9nm off Cape Gris-Nez. The vessel eventually sank but the skipper was rescued by a passing vessel.

Type of Claim Total loss claim

BBC Belem

General cargo vessel, IMO 9501655, Built 2012, 8,129 dwt

Date of Casualty 17 February 2017

Voyage Archangel, Russia to Diliskelesi, Turkey

Cargo No details

Type of Casualty Allided with two pontoons at Archangel.

Type of Claim Allision damage claim

P&I Swedish Club



St Braquiel/SMC Barge No. 8/ Matatag

St Braquiel - Ferry, IMO 9135705, Built 1996, 18 dwt

SMC Barge No. 8 - Barge, No other details

Matatag - Tug, No other details

Date of Casualty 18 February 2017

Voyage Ormoc to Cebu, Philippines / to Cebu, Philippines

Cargo n/a / Empty cases and bottles of beer

Type of Casualty Collision on the Mactan Channel. 49 passengers on the ferry were injured including 4 who were hospitalized with more serious injuries.

Type of Claim Collision damage and injury claims

Geum Jeong No. 101

Fishing vessel, IMO 8312473, Built 1983, 666 dwt

Date of Casualty 18 February 2017

Type of Casualty Caught fire whilst at a repair quay in Cape Town. Ardent Subtech has been appointed by the owner to stabilise the vessel which took on a list as a result of the accumulation of extinguishing water.

Type of Claim Fire damage and salvage type claim



SNAV Toscana

Passenger ro-ro, IMO 7826790, Built 1981, 3,630 dwt

Date of Casualty 19 February 2017

Type of Casualty Suffered a fire in her engine room whilst off the port of Palermo. There were 113 passengers and 75 crew on board. The vessel was allowed into port where fire-fighters extinguished the fire. There were no injuries.

Type of Claim Fire damage claim

P&I Steamship Mutual

Marbrena

Self-propelled barge, 2,397 ts

Date of Casualty 19 February 2017

Voyage Unknown to Koblenz, Germany

Cargo 1,700 m³ of gravel

Type of Casualty Suffered water ingress in the port of Düsseldorf-Reisholz on the Rhine.

Cargo has been unloaded and after being dewatered the vessel has proceeded for repairs.

Type of Claim Salvage type claim and/or General Average declaration

Giang Hai

Bulk carrier, IMO 9557329, Built 2010, 4,739 dwt

Date of Casualty 19 February 2017

Voyage Biringkassi, Indonesia to Iloilo, Philippines

Cargo 4,500 m³ of cement

Type of Casualty Boarded by gunmen thought to be Abu Sayyaf militants 20 miles north of Pearl Bank in Tawi-Tawi, the Philippines' southernmost province in the Sulu Sea. One crew member was killed and seven kidnapped. The vessel was damaged and towed towards Malaysia.

Type of Claim Hull damage, kidnap and ransom and loss of life claims

P&I West of England

El Diablo

Catamaran, No other details

Date of Casualty 19 February 2017

Type of Casualty Draggd from its moorings and ran aground off Praslin during bad weather. Three children and nine adults were on board and were rescued and the catamaran sank.

Type of Claim Total loss claim and/or salvage claim

Finnstrøm

Chemical tanker, IMO 9172222, Built 1999, 16,028 dwt


Date of Casualty 19 February 2017

Voyage Klaipeda, Lithuania to Rouen, France

Cargo Ammonium nitrate

IN OTHER NEWS

The vehicle carrier *Morning Compass* (IMO 9441611, Built 2013, 21,000 dwt, North of England P&I) which was proceeding from Incheon, South Korea to Misrata, Libya was seized by militants off Libya on 18 February 2017. The vessel which was loaded with 5,000 Korean KIA and Hyundai cars was released after being inspected and found to be free of weapons.

Access all our previous casualty newsletters here 

Type of Casualty Engine breakdown. Vessel was taken in tow for Rotterdam.

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

P&I Gard



Grande Senegal

Ro-ro, IMO 9377470, Built 2010, 24,771 dwt

Date of Casualty 20 February 2017

Voyage At Gibraltar

Cargo No details

Type of Casualty Broke free of moorings in Gibraltar during poor weather and began drifting in the harbour. Tugs assisted.

Type of Claim Possible hull damage and salvage claim

P&I North of England

Maria P

General cargo vessel with container capacity, IMO 9164550, Built 2000, 5,581 dwt

Date of Casualty 21 February 2017

Voyage Ponta Delgada, Azores to Lisbon, Portugal

Cargo No details

Type of Casualty Adrift with engine failure off the Azores.

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

P&I North of England

Kholmogory

Fully cellular containership, IMO 9109081, Built 1995, 4,870 dwt

Date of Casualty 22 February 2017

Voyage Hamburg, Germany to Ellesmere Port, UK

Cargo General containerised cargo

Type of Casualty Drifting with engine failure off Dover in the traffic separation scheme. A tug has been deployed.

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

P&I UK Club

CASUALTY FOLLOW-UP



Yeruslan - edition 202 - an operation to salvage the partially submerged vessel which is now stuck in ice commenced on 18 February 2017. Salvors are dewatering the hold in an effort to free it from the ice. The stern is almost completely underwater and the bow has lifted onto the surface of the ice.

Merete Maersk - edition 203 - operators at Algeciras have continued to remove the damaged containers from the containership. A total of 43 containers were lost in the incident whilst the vessel was in the Mediterranean whilst 85 boxes were damaged.

Victoria - edition 203 - the damaged vessel was taken in tow by the tugs *Svitzer Mars* and *Svitzer Trym* to the Fayard-shipyard in the Odense Fjord, Funen, on 17 February 2017 after the Danish authorities approved the plan. Environmental Protection tugs were tasked to escort the vessel to monitor the progress and be ready to intervene in the event any issues arose with regard to pollution. Although the grounding breached several fuel tanks it is reported that the environmental damage was not as serious as anticipated with the cold water causing the oil in the tanks to solidify.

APL Austria - edition 203 - as anticipated in our report last week the shipowner has declared General Average following the

fire on board the containership. Richards Hogg Lindley have been appointed as GA Adjusters and have contacted property interests with a view to collecting General Average securities. Meanwhile clean-up operations have commenced with damaged containers being offloaded and the authorities have commenced their investigation into the cause of the fire. Roose+Partners have been appointed to advise and assist part cargo interests in relation to the General Average and causation aspects.

