

Roose + Partners

Casualty Newsletter 208

22nd March 2017

FEATURE CASUALTY

Lady Alida

General cargo vessel, IMO 9760380, Built 2016, 3,700 dwt

Date of Casualty 20 March 2017

Voyage Terneuzen, Netherlands to Waterford, Ireland

Cargo Sand

Type of Casualty Engine breakdown

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

At 1105 hours on 20 March 2017 the general cargo vessel *Lady Alida* lost propulsion power whilst in a position 3 nm off Gwennap Head, a headland on the south coast of the Penwith peninsula, Cornwall, UK. The crew of the crew, which was en-route to Waterford, Ireland, and laden with a cargo of sand, was unable to effect repairs to the engine and the vessel reportedly began drifting under the influence of the winds and currents towards the rocky coastline. Attempts to anchor proved unsuccessful.

Local Authorities and the Falmouth Coast Guard were alerted to the incident. At 0320 hours the all-weather lifeboat *Ivan Ellen* was launched from Newlyn. The lifeboat rendezvoused with the *Lady Alida* within 25 minutes and the crews were able to throw a line to the vessel which the crew of the *Lady Alida* then made fast. The vessel was then towed southwards to safer waters at approximately one knot. The Sennen Lifeboat *City of London III*, which had proceeded

from Sennen, joined the flotilla a little later and also attached a tow rope.

Authorities had initially planned to tow the *Lady Alida* to Mount's Bay anchorage but with the strong south westerly wind, Beaufort 6, the lifeboat had difficulties turning the vessel so the Coast Guard and local authorities gave permission for the vessel to anchor in deeper water south off Gwennap Head and wait for a tug, the *MTS Indus*, which had been contracted from Brixham. The *Lady Alida* anchored just after 0600 and both Lifeboats then headed back to Newlyn. However the lifeboats were recalled to provide assistance almost immediately because the *Lady Alida* reported she was dragging at her anchor at a rate of 1 knot and being pushed once again towards the coast. On arrival the lifeboats did not initially try to make fast deciding to simply stand by pending the arrival of the *MTS Indus* from Brixham. However, by 0830 hours, with the Brixham tug struggling against the weather, the lifeboats once again attached lines to the vessel and towed her over four miles off the coast. In the meantime the Dutch tug *Alp Centre* which was in Mount's Bay was sent to assist. It took over the tow and the *Lady Alida* was brought to safety in Falmouth in the early hours of 21 March 2017. The vessel remains in Falmouth Harbour. The services of the tug *Alp Centre* were provided on LOF terms. [Click here](#) for video.



NEW CASUALTIES

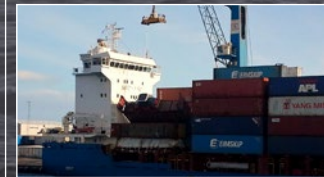
Yuriy Orel

Fishing vessel, IMO 9130846, Built 1995, 414 dwt

Date of Casualty 14 March 2017 – Late Notification

Type of Casualty Suffered water ingress whilst in the Sea of Okhotsk. A salvage tug was dispatched to provide assistance.

Type of Claim Salvage claim



Ice Star

Fully cellular containership, IMO 9428229, Built 2008, 8,143 dwt

Date of Casualty 14 March 2017 – Late Notification

Voyage Aarhus, Denmark to Torshavn, Faroe Islands

Cargo General containerised cargo

Type of Casualty Collapse of stow and loss of containers at sea. Damaged vessels were removed at Torshavn.

Type of Claim Cargo loss/ damage

P&I Swedish Club



Nordic Barents/Vaygach

Nordic Barents – Bulk carrier, IMO 9079169, Built 1995, 43,732 dwt

Vaygach – Icebreaker, IMO 8417493, Built 1990, 3,581 dwt

Date of Casualty 15 March 2017

Voyage Port Dickson, Malaysia to Murmansk, Russia / n/a

Cargo No details

Type of Casualty The bulk carrier collided with the stern of the icebreaker as it was under escort in the Kara Sea.

Type of Claim Possible collision damage claim

P&I North of England / No details

BBC Shanghai

General cargo with container capacity, IMO 9224623, Built 2001, 4,900 dwt

Date of Casualty 15 March 2017

Voyage Durban, South Africa to Apapa-Lagos, Nigeria

Cargo No details

Type of Casualty Suffered an engine failure and was drifting without power off Mbashe Point, near East London. The crew were unable to effect repairs and a tug was contracted to tow the vessel back to Durban for repairs and special survey.

Type of Claim Possible General Average declaration

Tinaztepe S

General cargo with container capacity, IMO 7505798, Built 1979, 3,201 dwt

Date of Casualty 16 March 2017

Voyage Canakkale, Turkey to Misrata, Libya

Cargo 3,120 m³ of marble crust

Type of Casualty Suffered water ingress during a storm and sank whilst off the Libyan coast. The vessel was at anchor awaiting clearance to enter the port. Seven crew members were reported as dead or missing.



[Further casualties overleaf](#)

Type of Claim Total loss and loss of life claims

P&I Hanseatic



Poeta Lopez Anglada/Ciudad de Malaga

Poeta Lopez Anglada – Passenger ro-ro, IMO 8208763, Built 1984, 2,048 dwt

Ciudad de Malaga – Ro-ro, IMO 9080015, Built 1998, 2,164 dwt

Date of Casualty 16 March 2017

Type of Casualty Collision in the port of Algeciras during heavy weather. The *Ciudad de Malaga* has been dry-docked for repairs.

Type of Claim Collision damage claims

P&I Both entered with Britannia

Hohebank/AS Federica

Hohebank – Fully cellular containership, IMO 9435818, Built 2007, 11,828 dwt

AS Federica – Fully cellular containership, IMO 9395068, Built 2007, 18,350 dwt

Date of Casualty 16 March 2017

Voyage At Barbados

Cargo General containerised cargo

Type of Casualty During manoeuvring operations at Barbados port the *AS Federica* struck the *Hohebank* which was moored at berth No. 5.

Type of Claim Collision damage claim

P&I Skuld / UK Club

Reina Divinagracia

Passenger ro-ro, IMO 9325128, Built 2004, 180 dwt

Date of Casualty 17 March 2017

Type of Casualty Ran aground near Malajibomanoc Island in Batangas. The

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104 passengers were evacuated from the vessel by the Coast Guard.
Type of Claim Hull damage claim

Reina Hosanna

Passenger ro-ro, IMO 8217582, Built 1982, 150 dwt

Date of Casualty 17 March 2017

Type of Casualty Suffered an engine room fire whilst off Batangas in the Philippines forcing the evacuation of the ship to other ferries which diverted to provide assistance. There were 114 passengers on board at the time. Eight passengers suffered injuries and were hospitalised. The ferry was later towed into Batangas where the fire was brought under control.

Type of Claim Fire damage and passenger claims

Koralia/KH 93968

Koralia – Bulk cement carrier, IMO 8918409, Built 1995, 8,811 dwt

KH 93968 – Fishing vessel, No other details

Date of Casualty 17 March 2017

Voyage Laem Chabang, Thailand to Ho Chi Minh, Vietnam

Cargo Cement

Type of Casualty Collision 24 miles off the southern coast of Ba Ria-Vung Tau province, Vietnam. The crew of the fishing vessel were evacuated to another fishing vessel and the *KH 93968* was later towed to safety.

Type of Claim Collision damage claim

P&I UK Club / n/a

Mekhanik Fomin

General cargo vessel, IMO 8904381, Built 1991, 2,650 dwt

Date of Casualty 18 March 2017

Voyage Archangel, Russia to Inverness, UK

Cargo Lumber

Type of Casualty Suffered a cargo shift and developed a 35-40° port list whilst transiting the Norwegian Sea west of Narvik during stormy weather. Some of the cargo was lost overboard. A Coastguard vessel and the offshore tug *Stilborg* were sent to provide assistance and be ready to evacuate the

crew of 13 should the situation worsen. In the meantime the vessel changed its course to head for refuge at Sortland. It was escorted into Sortland where the crew were able to stabilise the vessel.

Type of Claim Cargo loss



Xing Long Zhou 569

Product tanker, IMO 9655286, Built 2012, 6,678 dwt

Date of Casualty 19 March 2017

Voyage Dalian to Huludao, China

Cargo No details

Type of Casualty Suffered an explosion and fire whilst in the Yellow Sea some 115 miles east of Qingdao. The vessel had 16 crew members on board. 13 were evacuated by helicopter but three are missing. The fire was brought under control and taken in tow.

Type of Claim Damage and crew claims

P&I UK Club



Morning Claire

Vehicle carrier, IMO 9620683, Built 2012, 16,722 dwt

Date of Casualty 18 March 2017

Voyage Acajutla, El Salvador to San Lorenzo, Honduras

Cargo Vehicles

Type of Casualty Grounded on approach to San Lorenzo. The vessel was unable to refloat using her own power

Type of Claim Salvage claim

P&I Britannia



Riga

General cargo with container capacity, IMO 9141376, Built 1997, 4,220 dwt

Date of Casualty 19 March 2017

Voyage Dunkirk to Caen, France

Cargo Ore

Type of Casualty Engine failure in the English Channel off Fécamp. The French salvage tug *Abelle Languedoc* was deployed and towed the vessel to Caen we understand on commercial terms.

Type of Claim Possible General Average declaration

P&I Hanseatic

Boris Shtokolov/Bata

Boris Shtokolov – Passenger ro-ro, IMO 9545522, Built 2009, 1,703 dwt

Bata – Pilot boat, No other details

Date of Casualty 20 March 2017

Type of Casualty The passenger vessel collided with the pilot boat during

Access all our previous casualty newsletters here 

LOF NEWS

Asphalt Seminole – edition 207 – the assistance provided to the asphalt tanker off Sydney on 11 March was provided Ardent Salvage Netherlands BV on LOF terms. The vessel arrived in Botany Bay on 19 March 2017.

berthing operations at Kavkaz, Russia.

Type of Claim Collision damage claim
P&I Turk



Midvolga 2/EI Fairell

Midvolga 2 – Chemical tanker, IMO 9735139, Built 2014, 6,573 dwt

EI Fairell – Fishing vessel, No other details

Date of Casualty 20 March 2017

Voyage Barcelona, Spain to Alexandria, Egypt

Cargo No details

Type of Casualty Collision 1.5 miles southeast of Barcelona. The fishing vessel sank. Two of her crew were rescued but two others are missing.

Type of Claim Collision damage and loss of life claims

Ginga

General cargo vessel, IMO 9616010, Built 2013, 11,439 dwt

Date of Casualty 21 March 2017

Voyage Bayuquan, China to Mizushima, Japan

Cargo No details

Type of Casualty Ran aground off Mizushima Port. The vessel was refloated and berthed at Mizushima Port.

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

CASUALTY FOLLOW-UP



Caledonian Sky

– edition 206 – Indonesian authorities are considering charging the Master after his ship grounded and severely damaged parts of the pristine reef at Raja Ampat on 4 March 2017. It is estimated that some 13,000m² of reef had been damaged and the concern is that remedial works will not be able to restore the coral.

Sternö – editions 205, 206 & 207 – the lightered grain cargo from the vessel was taken to Gothenburg on 17 March 2017. With the vessel now empty of both cargo and water, consideration is now being given to where to tow to damaged vessel to for repairs.

Paradise – editions 206 & 207 – although mobile cranes were able to raise the yacht efforts to remove her from the water have failed due to a lack of lifting capacity. More cranes are being brought in with the next attempt expected at the end of the month. The yacht is valued at €3million and the salvage costs have so far cost 10% of this figure.

Aris 13 – edition 207 – the Somali pirates who hijacked the oil tanker have released it and the crew apparently without any ransom payment. The release came hours after the pirates and local navy forces had been involved in clashes and exchanged gunfire during which a number of people were injured. The vessel was escorted by a French warship and Somalian marine forces to Bossaso.

Skagern – edition 207 – after being refloated and initially towed to Trollhättan for inspection, the vessel has proceeded to Falkenberg for dry-docking. Once repairs have been completed, the vessel will reload the cargo which was lightened onto barges, and continue with her voyage to the UK.

