

FEATURE CASUALTY

Soby

Ro-ro, IMO 6611667, Built 1966, 151 dwt

Date of Casualty 26 March 2017

Voyage Palmeira to Mindelo, Cape Verde

Cargo General containerised cargo

Type of Casualty Capsize

Type of Claim Salvage

On 26 March 2017 whilst the *Soby*, a 1966 built passenger ro-ro, was offloading cargo at the port Mindelo port in São Vicente island, Cape Verde, she capsized at the berth.

Reports suggest that the one of the containers shifted during the discharge operations which set in motion a general cargo shift leading to the vessel developing a significant portside list and subsequently capsizing. The ro-ro, which operates in the Cape Verde archipelago, was loaded with containers of general cargo of approximately 125 m/t and two vehicles. Cargo discharge operations had only just commenced with witnesses advising that only two containers had been offloaded when the accident

occurred. The vessel came to rest with her bottom up partially remaining above water at the terminal of the cabotage dock.

The crew of the *Soby*, 13 in number, evacuated the vessel when the port list occurred and were not on board when the vessel capsized. One crew member suffered injuries to his leg.

The are no reports of any pollution but the area is being monitored for leaks. Local authorities are investigation salvage options and divers have completed checks of the vessel.



NEW CASUALTIES

Equator Peace

Bulk carrier, IMO 9218179, Built 2000, 171,191 dwt

Date of Casualty 20 March 2017 – Late Notification

Voyage Point Central, Mauritania to Qingdao, China

Cargo Iron ore

Type of Casualty Water ingress whilst off Richard's Bay. Vessel proceeded to Maputo under escort of the SAMSAs tug *Smit Amandla*.

Type of Claim General average declaration

P&I North of England

Gazela

Combine chemical and oil tanker, IMO 9525572, Built 2010, 6,488 dwt

Date of Casualty 22 March 2017 – Late Notification

Voyage Cabinda to Luanda, Angola

Cargo In ballast

Type of Casualty Suffered engine failure and was assisted by the *Multratug 18* to Luanda.

Type of Claim Commercial towage claim

P&I Gard



Elsa

Yacht, Built 2004

Date of Casualty 22 March 2017 – Late Notification

Type of Casualty Ran aground in Ladder Bay off the Caribbean island of Saba, 20 nm off St Maarten. The hull was

breached and there was a loss of diesel. Click [here](#) for video.

Type of Claim Hull damage and salvage claim

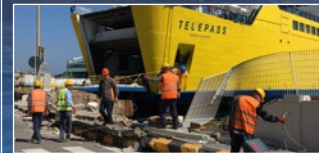
Lis Katrine RI 192

Fishing vessel, No other details

Date of Casualty 22 March 2017 – Late Notification

Type of Casualty Sank north of Skagen after suffering water ingress. The two crew abandoned the vessel into a life-raft and rescued by a ferry.

Type of Claim Total loss



Telepass

Ro-ro, IMO 8917338, Built 1981, 2,131 dwt

Date of Casualty 23 March 2017

Type of Casualty Suffered a blackout whilst mooring at Messina and allided with the quay causing extensive damage to the quay. A telecommunications cable was also damaged by the vessel's anchor which had been deployed.

Type of Claim Allision damage claim

Scandinavian Reefer

Reefer, IMO 8917560, Built 1992, 11,095 dwt

Date of Casualty 23 March 2017

Voyage Rotterdam, Netherlands to Las Palmas, Canary Islands

Cargo No details

Type of Casualty Suffered gearbox issues

and anchored to effect repairs. The crew were unable to fix the problem and the tug *Dutch Power* was hired to tow the vessel into Rotterdam for repairs.

Type of Claim Possible General Average declaration

P&I UK Club

P&I Carina



Minka-C

General cargo vessel with container capacity, IMO 9373565, Built 2008, 5,700 dwt

Date of Casualty 24 March 2017

Voyage Szczecin, Poland to Corcubion, Spain

Cargo Coal

Type of Casualty Suffered engine failure 50 miles north of Corunna during a storm. Tug *Ibaizabal Diez* was deployed and towed the vessel to Bilbao.

Type of Claim Possible General Average declaration

P&I Skuld



Further casualties overleaf

CMA CGM Fidelio

Fully cellular containership, IMO 9299642, Built 2006, 113 964 dwt

Date of Casualty 24 March 2017

Voyage Valencia, Spain to Marsaxlokk, Malta

Cargo General containerised cargo

Type of Casualty Suffered a fire in the crew's quarters off the port of Sant Miquel in Elvissa. The Spanish Navy and Salvamento Marítimo mobilised but the crew were able to extinguish the fire. Cargo was not thought to be affected.

Type of Claim Fire damage claim

P&I North of England

Alianza Santos

Fully cellular containership, IMO 9273923, Built 2003, 33,890 dwt

Date of Casualty 24 March 2017

Voyage Salvador to Vitoria, Brazil

Cargo General containerised cargo

Type of Casualty Suffered a fire in the engine room whilst at Salvador. The fire was contained in the engine room and cargo was reportedly unaffected.

Type of Claim Fire damage claim

P&I Steamship Mutual

Dageraad

Fishing vessel, IMO 8928624, Built 1954, 156 gt

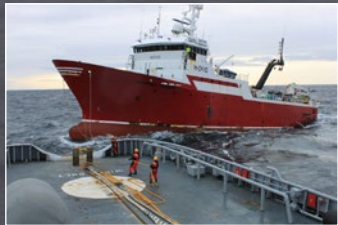
Date of Casualty 25 March 2017

Type of Casualty Disabled 130 km off Borkum in the North Sea. Lifeboat *Alfred Krupp* pulled the vessel to the Dutch coast and another vessel then towed it into Lauwersoog.

Type of Claim Salvage type claim

Roose + Partners

NEW CASUALTIES - Continued - edition (209)



Kapitan Gromtsev ▲

Fishing vessel, IMO 8714310, Built 1987, 654 dwt

Date of Casualty 25 March 2017

Type of Casualty Suffered engine failure and was towed into Malangen by the Norwegian patrol vessel *Harstad*.

Type of Claim Possible salvage claim

P&I Hydor AS



Florentia ▲

Bulk carrier, IMO 9714666, Built 2016, 63,340 dwt

Date of Casualty 25 March 2017

Voyage Southampton, UK to unknown destination

Cargo Scrap

Type of Casualty Allision with a concrete quay in Southampton tearing a 4 metre hole in the vessel's hull.

Type of Claim Allision damage claim

P&I Swedish Club

Scan Viking

Fish carrier, IMO 7810143, Built 1979, 40 dwt

Date of Casualty 26 March 2017

Type of Casualty Disabled and drifting off the port of Ibiza during adverse weather. The loaded vessel was towed into Ibiza by the Salvamento Marítimo vessel *Guardamar Callope*.

Type of Claim Possible salvage claim

Galway Fisher/Loodsboot 1

Galway Fisher – Product tanker, IMO 9118161, Built 1997, 4,967 dwt

Loodsboot 1 – Pilot ship, IMO 8422395, Built 1986, 90 dwt

Date of Casualty 26 March 2017

Voyage Cork, Ireland to Sluiskil, Netherlands

Cargo In ballast

Type of Casualty Collision off the coast of Ostend. The Dutch pilots were slightly injured and evacuated by helicopter.

Type of Claim Collision damage claim

P&I Shipowners Club / n/a

Capodistria

Product tanker, IMO 8034239, Built 1981, 599 dwt

Date of Casualty 26 March 2017

Voyage Trieste, Italy to Koper, Sweden

Cargo No details

Type of Casualty Suffered technical problems and grounded off Koper. The vessel was able to free herself.

Type of Claim Possible hull damage claim

Koznitsa

Bulk carrier, IMO 8325901, Built 1984, 25,544 dwt

LOF NEWS

Lady Alida – edition 208 – services by the tug *Alp Centre* which took over from the Coast Guard and towed the disabled vessel into Falmouth were provided under an LOF salvage contract.

Date of Casualty 27 March 2017

Voyage Grundartangi, Iceland to Murmansk, Russia

Cargo No details

Type of Casualty Suffered engine failure in the Barents Sea north off Kildin Island. Assistance was sought and the Russian salvage tug *Murmanryba* was deployed. The crew were able to restart the engine but the tug provided escort services.

Type of Claim Salvage type claim

P&I West of England

Rui Bo

Bulk carrier, IMO 8400581, Built 1984, 19,410 dwt

Date of Casualty 27 March 2017

Voyage Vanimo, Papua New Guinea to unknown destination

Cargo No details

Type of Casualty Not under command and drifting south east of Miyako Shima, Japan.

Type of Claim Total loss

P&I RaetsMarine NV



Symphony Sky ▲


General cargo vessel, IMO 9721633, Built 2015, 10,600 dwt

Date of Casualty 27 March 2017

Voyage Husum Sweden to Motril, Spain

Cargo Paper

Type of Casualty Ran aground in the Gulf of Bothnia off Husum, Sweden. Three ballast tanks were breached. The vessel was manoeuvring to leave the port when it suffered a blackout and ran aground. A refloating attempt will be made today using the vessels engines and if that fails

Access all our previous casualty newsletters here 

tugs will be called to assist.

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

P&I Standard Club

Lyric Poet

Bulk carrier, IMO 9590577, Built 2012, 81,276 dwt

Date of Casualty 28 March 2017

Voyage Albany, Australia to China

Cargo Ore

Type of Casualty Grounded in the South China Sea 50 nm north of Pulau Belitung Island, Indonesia.

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

P&I London Club

Hai Thanh 26-BLC

General cargo vessel, IMO 9611096, Built 2010, 3,074 dwt

Date of Casualty 28 March 2017

Voyage Hai Phong to Can Tho, Vietnam

Cargo Clinker

Type of Casualty Sank off Vung Tau following a collision with an unnamed vessel. Two crew from the eleven on board were rescued.

Type of Claim Collision damage and loss of life claims

Rhonestern

Combined chemical and oil tanker, IMO 9183831, Built 2000, 21,870 dwt

Date of Casualty 29 March 2017

Voyage Tarragona to Rostock, Germany

Cargo No details

Type of Casualty Allided with a lock on the Kiel Canal causing significant damage both to the vessel and the structure.

Type of Claim Allision damage and

P&I Gard

CASUALTY FOLLOW-UP



Sewol ▲ – editions 113, 117, 120, 123, 125, 131, 149, 160, 168, 170, 175, 186 & 207 – after almost three years lying on the seabed at a depth of 44 metres, the wreck of the vessel has finally been raised to the surface. On 22 March 2017 after months of preparation, involving the fitting of 33 beams beneath the hull with 66 hydraulic jacks, salvors began the first phase of the operation to raise the wreck, being a test lift. The lifting operation had to be suspended on 23 March when a vehicle loading ramp was found to be dangling from the vessel and divers then had to carry out welding operations to remove the ramp which would have prevented the wreck being loaded onto the semisubmersible heavy lift vessel *White Marlin*. The *Sewol* was hoisted by the two jack-up barges *Zhao Shang Zhong Gong 1* and *Zhao Shang Zhong Gong 2* and five tug boats then towed the barges to the *White Marlin* located 3 km away. After being manoeuvred into position by the attending tugs the *Sewol*

was loaded onto the *White Marlin* in the early hours of 25 March 2017. The vessel will be taken to the port of Mokpo which is about 90 km away after she has been drained of seawater and sand. Salvage costs are reported to be USD72million.

Isla Bartolomé – editions 205 & 207 – has been refloated and towed to Guayaquil on 27 March 2017, 32 days after running aground. Smit America, the salvors were operating under an LOF salvage contract.

Paradise – editions 207 & 208 – efforts to save the yacht have been abandoned and the vessel has been crushed with the debris being placed into anti-pollution containers. Divers recovered a safe and two jet skis and work to save the vessel's engines continue.

El Fairell ▲ – edition 208 – the bodies of the two missing crew members have been recovered. Meanwhile the Master and the First Officer of the tanker *Midvolga 2* have been summoned to the Tribunal Superior de Justicia de Cataluña (TSJC) in Barcelona.

