

Roose + Partners

Casualty Newsletter ②1

7th August 2013

FEATURE CASUALTY



Gladys

Fully cellular containership, Built 1991, 23,574 dwt

Date of Casualty 31 July 2013

Voyage Klang, Malaysia to Chittagong, Bangladesh

Cargo General containerised cargo

Type of Casualty Water ingress into engine room

Type of Claim General Average declaration (confirmed) and possible salvage claim

The *Gladys*, which has a capacity of 1,021 teu, was en-route to Chittagong, Bangladesh loaded with 674 containers (869 teu) of general cargo said to include raw cotton, wood-pulp, chemicals, fertiliser and refrigerated fruit, having loaded cargo at Singapore and Port Klang, Malaysia. She is reported to have suffered water ingress after a crack developed in the bottom of her engine room. The resulting ingress caused both the main and auxiliary engines to fail leaving the vessel without power. The vessel was some 100 nm from the Myanmar coast and the owners of the vessel sought the assistance of a passing vessel, *Henrietta Schulte*, which was able to provide safe passage for eighteen of the vessel's crew. The Master and two other crew members

remained on board. Meanwhile the eighteen crew members have arrived at Chittagong.

The vessel appears to have drifted towards Myanmar and is now reported to be at anchor in a position off the island of Cheduba in the Bay of Bengal, albeit some reports suggest that she may have run aground. The shipowner has arranged for a tug to proceed from Singapore and, subject to the weather conditions, the tug is expected to arrive during 8 August. The intention is that the vessel is towed to Chittagong, a distance of some 300 miles or five to six steaming days. The vessel will also need pumps and an emergency generator and of course if she is aground the entire operation may take longer.

The shipowners have reportedly declared General Average. As such, and assuming the vessel makes it safely to Chittagong, cargo and container owners will be required to provide General Average security to the shipowner before the property will be released. In the context of resisting any claim for General Average contributions arising from this incident, there are strong indications that the vessel may have been unseaworthy and it is important that early steps are taken to investigate the cause of the casualty. Such steps may include the appointment of technical experts to inspect the vessel and it also may be possible to interview the crew.

NEW CASUALTIES

Patriot Andalán

Product tanker, Built 1990, 7,000 dwt

Date of Casualty 31 July 2013

Voyage Wayame to Ternate, Indonesia

Cargo 5,000 tons of heavy fuel and 2,000 tons of diesel fuel

Type of Casualty Vessel partially submerged after suffering a hull breach during severe weather whilst at anchor off Ternate. Reports suggest a large amount of oil leaking into the sea.

Type of Claim Hull damage and possible pollution damage

Gullberg

Trawler, Built 1997, 401 dwt

Date of Casualty 31 July 2013

Voyage n/a

Cargo Fish

Type of Casualty Sinking due to water ingress in the engine room 90nm north of the Faroe Islands.

Type of Claim Total loss



Dart

Tanker/Waste Disposal vessel, Built 1976, 1,150 dwt

Date of Casualty 1 August 2013

Voyage Kopenvik, Norway to Floro, Norway

Cargo Drilling mud

Type of Casualty Grounding in Groneskjaer, Aafjord. Refloated with the assistance of tugs. Vessel sustained damage to her ballast tanks.

Police investigations are on-going.

Type of Claim Possible salvage claim, hull damage claim

Long Hu San

VLCC – Built 2013, 318,000 dwt

Date of Casualty 2 August 2013

Voyage Undergoing sea trials

Cargo In ballast

Type of Casualty Disabled due to engine problems. Assisted by tugs from China Rescue and Salvage Bureau and towed to Shanghai Changxing Shipyard.

Type of Claim Possible salvage claim

Cygonne

Fishing vessel, other details unknown

Date of Casualty 3 August 2013

Voyage n/a

Cargo n/a

Type of Casualty Fire in engine room. Crew abandoned vessel after attempting to extinguish fire. Vessel remained adrift in English Channel. Tug *Abelle Liberté* operated by Les Abeilles International responded and attempted to extinguish the fire but the vessel finally sank off Fécamp in the evening of 4 August 2013.

Type of Claim Total loss claim



Eastern Sky

General cargo with container capacity, Built 1991, 6,843 dwt

Date of Casualty 3 August 2013

Voyage Manila, Philippines to Kagoshima, Japan

Cargo General cargo

Type of Casualty Vessel suffered engine problems and was adrift off Oshima, Japan. The crew were able to effect temporary repairs and the vessel proceeded to Kagoshima.

Type of Claim Possible General Average declaration

Hai Xiang

General cargo, Built 1982, 1,600 dwt

Date of Casualty 4 August 2013

Voyage Japanese Ports to China Haimen

Cargo General cargo

Type of Casualty Vessel suffered engine problems and was adrift off Tsurugi-Saki, Japan. The crew were able to effect emergency repairs and the vessel is now underway to China Haimen.

Type of Claim Possible salvage claim and General Average declaration

Fortune 5

Barge, Built 2009, 749 gt

Date of Casualty 2 August 2013

CASUALTY FOLLOW-UP

Meteora – edition 20 – refloated under her own power. Is now anchored awaiting a Class inspection.

Hansa Brandenburg – editions 18, 19 & 20 – the LOF co-salvors have submitted a security demand of 65% of CIF from cargo and containers

interests. This may be subject to an increase. No indication has been given by the shipowner regarding onforwarding arrangements.

Iberian Reefer – edition 20 – remains at Quellmane, Mozambique awaiting a tug which is proceeding from South Africa.

Voyage Unknown

Cargo Sand

Type of Casualty Vessel sank in severe weather near Koh Kong, Landam. Reports that cargo shift may have caused the capsizing.

Type of Claim Total loss

Heloise/Ocean Georgie Bain

Heloise – Bulk carrier, Built 2010, 30,688 dwt

Ocean Georgie Bain – Tug, no other details

Date of Casualty 3 August 2013

Voyage Montreal, Canada to Mersin, Turkey/n/a

Cargo Unknown

Type of Casualty Collision in the Port of Montreal. No other details yet known.

Type of Claim Collision damage claim



Prospect BF573

Fishing vessel, Built 1966, 75 gt

Date of Casualty 5 August 2013

Voyage n/a

Cargo n/a

Type of Casualty Sinking. Vessel grounded whilst departing Lerwick harbour and sank after being towed away from the main channel.

Type of Claim Total loss

Nassauborg

General cargo with container capacity, Built 2006, 20,396 dwt

Date of Casualty 6 August 2013

Voyage Nea Karvali, Greece to Antwerp, Belgium

Cargo General cargo

Type of Casualty Engine failure. Vessel anchored near Wandelaar pilot station to effect repairs.

Type of Claim Possible GA declaration

MSC Hina

General cargo with container capacity, Built 1995, 21,370 dwt

Date of Casualty 6 August 2013

Voyage Antwerp, Belgium to Bremerhaven, Germany and on to Scandinavia & Baltic

Cargo General cargo

Type of Casualty Engine failure. Vessel anchored near Zeebrugge, Belgium for repairs and has now proceeded to Steenbank.

Type of Claim Possible GA declaration