

FEATURE CASUALTY

Monte da Luz/Agronauta

Monte da Luz – Tugs, IMO 9710153, Built 2013, 495 dwt

Agronauta – Construction platform, No other details

Date of Casualty 28 April 2017

Voyage Cartagena to Cadiz, Spain

Cargo n/a

Type of Casualty Grounding

Type of Claim Salvage claim

P&I Carina

The construction platform *Agronauta* ran aground on Benalnatura beach on the coast of Benalmadena, Spain on 28 April 2017.

The platform was under tow of the tug *Monte da Luz* en-route to Cadiz from Cartagena when the tow line broke during a storm. Waves were reported

to be up to four metres with Beaufort force 6 to 7 winds when at 1136 hours the line parted and the platform began drifting towards the coast. Efforts were made to recover the line and the tugs, the *Vehintiocho* and *Salvamar Alnitak*, were deployed from Malaga to assist, but the weather conditions prevented a successful recovery. Efforts were also hampered by the fact that the old towing line was tangled up with the platform.

The platform drifted onto the shore at 1418 hours. The *Agronauta* is used for the manufacture of cement blocks to carry out operations at sea. It is 20 metres in height, 43 metres in length, 32 metres wide and has a two metre. It also has a fuel tank with a 150 litre capacity to operate machinery and lighting but has no means of propulsion.



NEW CASUALTIES



Abou Al Wafa ▣

Trawler, IMO 8820987, Built 1990, 274 dwt

Date of Casualty 26 April 2017

Type of Casualty Caught fire whilst undergoing maintenance works at Agadir Port, Morocco. The vessel subsequently capsized and sank.

Type of Claim Total loss, clean-up and wreck removal operations

Aegir ▣

General cargo vessel, IMO 7396460, Built 1975, 1,300 dwt

Date of Casualty 18 April 2017 – Late Notification

Voyage to Punta Arenas, Argentina

Cargo Fish food

Type of Casualty Suffered a hull breach whilst transiting the Chacabuco Canal, Chile and was reported to have been run aground intentionally to avoid sinking.

Type of Claim Hull damage and salvage claim

Mufion 8

Tug, No other details

Date of Casualty 26 April 2017

Type of Casualty Suffered a technical failure and collided with two vessels and then a quay at Regensburg, Germany.

Type of Claim Collision/Allision damage claim



Elizabeth ▣

Fishing vessel, No other details

Date of Casualty 26 April 2017

Type of Casualty Caught fire whilst in Honolulu Harbour in Hawaii, USA.

Type of Claim Fire damage claim



Laboe

Passenger vessel, IMO 8400086, Built 1984, 50 dwt

Date of Casualty 26 April 2017

Type of Casualty Allided with a pier at Kiel, Germany after the master suffered a heart attack. A crew member was injured.

Type of Claim Allision damage and crew claims

Weesam Express 3

Ferry, IMO 9093024, Built 1998, 146 gt

Date of Casualty 26 April 2017

Type of Casualty Suffered mechanical problems off Cebu, Philippines and required tug assistance.

Type of Claim Possible salvage type claim

Rinella M

Combined chemical and oil tanker, IMO 9351529, Built 2006, 40,441 dwt

Date of Casualty 26 April 2017

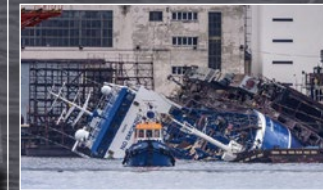
Voyage to Alexandria, Egypt

Cargo Gasoline

Type of Casualty Suffered a fire in its engine room during offloading operations at Alexandria. The fire was extinguished by the crew and shore fire-fighters and the vessel shifted to a lay berth for inspection.

Type of Claim Fire damage claim

P&I Standard Club



Hordafor V ▣

Chemical tanker, IMO 9148843, Built 1997, 2,684 dwt

Date of Casualty 27 April 2017

Type of Casualty Capsized at the Nauta Repair yard in Gdynia, Poland after the floating dry dock No.1 rolled over.

Type of Claim Salvage operations

P&I Skuld

Youzarsif H/Liman ▣

Youzarsif H – Livestock carrier, IMO 7611547, Built 1977, 2,560 dwt

Liman – Russian naval vessel

Date of Casualty 27 April 2017

Voyage Midia, Romania to Aqaba, Jordan

Cargo 8,000 sheep

Type of Casualty The vessels collided in the western Black Sea off Kilyos some 20 nm northwest of the Bosphorus. The *Liman*, part of Russia's Black Sea fleet was seriously damaged suffering



Further casualties overleaf ▣

a starboard breach and water ingress which the crew were unable to control. She later capsized and sank but all her 78 crew were rescued. There was fog and low visibility at the time. Russia has dispatched special teams and two salvage ships to the area.

Type of Claim Collision damage claim

P&I Raets Marine NV

Siguenza

Self-propelled barge, 1,304 ts

Date of Casualty 28 April 2017

Voyage Antwerp, Belgium to Strasbourg, Germany

Cargo 1,200 m/t of fertiliser

Type of Casualty Suffered water ingress whilst at Mannheim, Germany. The vessel was stabilised using pumps.

Type of Claim Possible cargo damage

Ona Don Lorenzo/Coipo

Ona Don Lorenzo – Tug, IMO 9328388, Built 2009, 408 gt,

Coipo – Combined chemical and oil tanker, IMO 9290610, Built 2005, 46,941 dwt

Date of Casualty 29 April 2017



NEW CASUALTIES - Continued - edition 214

Voyage La Plata to Buenos Aires, Argentina

Cargo n/a / Oil

Type of Casualty The tanker was struck by the tug during berthing operations at Buenos Aires. The tanker's hull was breached and there was a loss of oil.

Type of Claim Collision damage and clean-up operations

P&I Shipowners / Britannia

OSG Independence/OSG 243

OSG Independence – Tug, IMO 7906849, Built 1980, 607 dwt

OSG 243 – Barge, No other details

Date of Casualty 29 April 2017

Voyage Tampa to Galveston, USA

Cargo No cargo

Type of Casualty Disabled in heavy seas off Galveston Island. The barge separated from the tug. Recovery operations were carried out by G & H Towing and T & T Marine Salvage.

Type of Claim Salvage type claim

P&I UK Club

Sedar 2/Habas ▣

Sedar 2 – Supply vessel, No other details

Habas – LPG carrier, IMO 8208426, Built 1984, 5,999 dwt

Date of Casualty 29 April 2017

Voyage Temryuk, Russia to Yarmica, Turkey

Cargo In ballast

Type of Casualty Fire erupted on the supply boat which was moored alongside the *Habas* in the Gulf of Izmit. The tanker had unloaded cargo.

Type of Claim Fire damage claim

P&I No info / Shipowners

Julian

Bulk carrier, IMO 9273210, Built 2003, 73,613 dwt

Date of Casualty 30 April 2017

Voyage Xiamen, China to Durban, South Africa

Cargo In ballast

Type of Casualty Allided with the quay at

the Durban Bulk Connections terminal causing significant damage to the coal loader.

Type of Claim Allision damage claim

P&I Gard



Siebengebirge ▣

Ferry, 110 ts

Date of Casualty 30 April 2017

Type of Casualty Capsized and sank off Texel whilst under tow from the Netherlands to Finland.

Type of Claim Possible wreck removal/salvage operations

Hai Yu/Zhi Kun 7

Hai Yu – Bulk carrier, IMO 9135511, Built 1996, 27,760 dwt

Zhi Kun 7 – General cargo vessel, IMO 9614610, Built 2010, 13,500 dwt

Date of Casualty 1 May 2017

Voyage At Nakhodka, Russia

Cargo No details

Type of Casualty The bulk carrier collided with general cargo vessel which was anchored at Nakhodka Bay.

Type of Claim Collision damage claim

San Rafael

General cargo vessel with container capacity, IMO 9231133, Built 2003, 30,000 dwt

Date of Casualty 1 May 2017

Voyage Lobito, Angola to Vigo, Spain

Cargo General containerised cargo

Type of Casualty Suffered a container collapse and possible loss of containers overboard. The vessel docked at Vigo in Spain to restow the cargo.

Type of Claim Cargo damage/loss

P&I Gard

PIRACY NEWS



Gulf of Guinea - Bulk carrier *Vectis Progress* (IMO 9626144, Built 2012) was boarded by armed pirates on 29 April 2017 whilst 32 nm of Nigeria. The crew assembled in the citadel. LNG carrier *LNG Lokoja* (IMO 9269960, Built 2006) was attacked the following day 40 nm southwest of the Bonny Terminal, Nigeria shortly after the departure of its escort vessel. The vessel implemented avoidance measures and the two skiffs abandoned the attack. On the same day reefer *Prince of Seas* escaped an attack 7 nm west of the Okwori Terminal, Nigeria.

BSLE Vivy

General cargo with container capacity, IMO 9109093, Built 1994, 7,713 dwt

Date of Casualty 1 May 2017

Voyage Novorossiysk, Russia to Annaba, Algeria Cargo

Cargo 6,170 m³ of steel

Type of Casualty Main engine failure off Kythria, Greece. The crew are trying to effect repairs.

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

P&I RaetsMarine NV



Pinar del Rio ▣

Passenger ro-ro, IMO 9043952, Built 1992, 197 dwt

Date of Casualty 1 May 2017

Type of Casualty Allided with a dock whilst entering the port of Malaga.

Type of Claim Allision damage claim

P&I Steamship Mutual

Arsianco ▣

Self-propelled barge, EU No 04802870, 1,430 ts

Date of Casualty 1 May 2017

Voyage No details

CASUALTY FOLLOW-UP



Victoria ▣ – editions 203 & 204 – completed repairs of the grounding damage in Odense and departed for Bremerhaven.

MSC Daniela ▣ – editions 210, 211 & 212 – containers are being discharged from the vessel. No information has been provided regarding onforwarding and cargo interests are required to contact their freight forwarders to ascertain the

intentions of MSC and the slot charterers.

Powhatan – edition 213 – divers have plugged the tug's vents reducing further fuel leakage. Samson estimates there were 325 gallons of lube oil, 12 gallons of diesel, and possible sludge on board. Oil sheens have been found in the clam beds of North Starrigan Bay. Salvage assessment continues.



Cargo No details

Type of Casualty Allided with a lock on the Charleroi-Brussels Canal in Viesville, France causing significant damage to the lock.



Type of Claim Allision damage

Kocabas 1

Tug, IMO 7328396, Built 1948, 73 dwt

Date of Casualty 2 May 2017

Type of Casualty Whilst towing a pontoon barge in the Istanbul Strait, the tow line broke after the barge suffered water ingress and a loss of stability. The barge partially capsized. Wreck removal operations are now underway.

Type of Claim Wreck removal/salvage claims

P&I RaetsMarine BV

SALVAGE NEWS

The International Salvage Union (ISU) published their 2016 statistics last week which show a significant reduction in revenue despite an overall increase in services to the maritime industry in terms of the number of operations.

Total gross revenues to ISU members from all activities reduced by a staggering 47% in 2016 to USD 380 million from USD717 million in 2015. Although in the last 10 years income from wreck removal operations has grown, revenue in 2016 fell from USD397 million in 2015 to USD172 million, and accounted for less than half of all revenue to ISU members despite the fact that ISU members completed 131 operations in 2016, over double the 2015 figure of 64. Some 306 dry salvage services were recorded in 2016 compared to 212 in 2015 with LOF making up only 11% of these further evidencing the continued decline of LOF in favour of other commercial contracts. Income from Lloyd's Open Form contracts was USD 69 million, the lowest since 2003 and SCOPIC revenue fell 53%. Income from other salvage contracts was also down with a drop of 23%.

Commenting on the figures president of the ISU, John Witte highlighted and sought to explain the paradox in that operations had increased but revenue had reduced. 'It may be due to fierce competition forcing salvors to undertake cases for much lower returns and general commercial pressures across shipping could be squeezing the margins.'

The figures will be disappointing to an industry which has seen year on year declines. Salvors have had to adapt their operations to address the downward trend, an example being few salvors now maintain tugs on dedicated salvage station. They nevertheless remain ready to assist to mitigate losses and reduce environmental threats. In this regard it is notable that during 2016 ISU members provided 213 services to vessels carrying more than 2.5 million tonnes of potentially polluting cargoes.