

Roose + Partners

Casualty Newsletter 225

19th July 2017

FEATURE CASUALTY

Mosvik

General cargo vessel with container capacity, IMO 8710998, Built 1987, 2,850 dwt

Date of Casualty 14 & 17 July 2017

Voyage Riga, Latvia to Creeksea, UK

Cargo Plywood bundles

Type of Casualty Loss of stability and later allision

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

P&I Gard

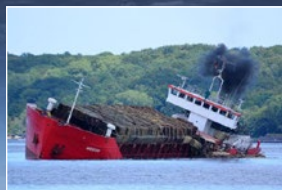
At 1444 hours on 14 July 2017 the general cargo vessel *Mosvik* suffered a loss of stability as she was approaching the locks of the Kiel Canal. The 1987 built vessel was enroute to Creeksea in the UK and was loaded with a cargo of timber.

As the vessel was on the Holtenua Anchorage in Germany she developed a list to starboard, reportedly as a result of faulty ballasting. The crew were deballasting to reduce the vessel's draft. The vessel then heeled over to port, adopting a list of 30°. The vessel's crew immediately took steps to release part of the vessel's deck cargo. Some 25 to 30 bundles of timber were initially slipped by the crew and further cargo was lost. An estimate was that 60 to 80 bundles were lost. The local authorities were alerted to the incident. The casualty command in Cuxhaven took over

control of the emergency response and the water police and tugs were dispatched to the site. A helicopter was also deployed to monitor the situation and report on the movement of the drifting wood since it was affecting the traffic on the Canal. A crane ship and work boat were dispatched to recover to cargo.

The *Mosvik* anchored off Holtenua whilst steps were taken to stabilise her. She was later escorted by the tug *Bulk* to the East Shore Port with a 2° list. In the meantime, a number of other tugs were sent to assist with the cargo recovery operation. The locks remained closed until all the visible drifting wood had been recovered. Work was completed at 2145 hours.

On 17 July 2017, the vessel suffered another mishap when she allided with a ro-ro ramp at the East Shore Port in Kiel. The ship was carrying out manoeuvres to re-position herself in order to restow her deck cargo when a technical malfunction caused her to hit the ramp. Damage is reported to be significant.



NEW CASUALTIES



Type of Casualty The fishing vessel collided with the tanker which was anchored off the port of Le Havre.

Type of Claim Collision damage claim
P&I Britannia

Bridge

Passenger ro-ro, IMO 7817830, Built 1979, 1,452 dwt

Date of Casualty 11 June 2017 - Late Notification

Type of Casualty Suffered an engine room fire 4 nm east of Filicudi Island, northeast of Sicily. Fire-fighters were able to extinguish the fire. The vessel was disabled and was towed to Messina, arriving on 12 July 2017.

Type of Claim Fire damage and possible salvage claim

P&I Carina

Pekan Fajar

General cargo vessel, IMO 9664392, Built 2012, 7,080 dwt

Date of Casualty 12 July 2017

Voyage Tanjung Perak to SaUit, Indonesia

Cargo General containerised cargo

Type of Casualty Caught fire whilst in the Java Sea near Bawean Island. The fire was extinguished by the crew. The vessel was able to proceed to SaUit port, southern Kalimantan. One crew member sustained severe burns.

Type of Claim Fire damage and crew claim

P&I RaetsMarine BV

Atlantis/Chelsea

Atlantis - Fishing vessel, 26 gt

Chelsea - LPG tanker, IMO 9392250, Built 2008, 8,500 dwt

Date of Casualty 13 July 2017

Voyage n/a / Teesport: UK to Le Havre, France

Cargo n/a / No details



Awanua

Bunkering tanker, IMO 9458042, Built 2009, 4,014 dwt

Date of Casualty 13 July 2017

Voyage Whangarei to Auckland, New Zealand

Cargo No details

Type of Casualty Allided with a wharf whilst berthing at Auckland. The vessel suffered bow damage and was holed above the waterline.

Type of Claim Allision damage claim

P&I Shipowners



Kapitan Sulimov

Fishing vessel, IMO 9120293, Built 1994, 1,810 dwt

Date of Casualty 13 July 2017

Type of Casualty Suffered a fire in the workshop whilst fishing in the Norwegian Sea. Four crew members died from smoke inhalation after trying to fight the fire without breathing apparatus.

Type of Claim Fire damage and loss of life claim

Further casualties overleaf ▶

Asphalt Sailor

Asphalt tanker, IMO 9263954, Built 2006, 9,214 dwt

Date of Casualty 13 July 2017

Voyage New York, USA for orders

Cargo In ballast

Type of Casualty Suffered a loss of power 210 miles off the coast of Nantucket, USA. Two Coast Guard vessels assisted.

Type of Claim Possible salvage claim
P&I UK Club



Olander

Self-propelled barge, 2,837 ts

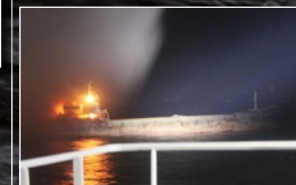
Date of Casualty 14 July 2017

Voyage Heilbronn, Germany to Gravendeel, Netherlands

Cargo Scrap

Type of Casualty Allided with a railway bridge suffering damage to the wheel house.

Type of Claim Allision damage claim



Jia Yuan 19

General cargo vessel, No other details

Date of Casualty 14 July 2017

Voyage None

Cargo In ballast

Type of Casualty Suffered a fire in

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NEW CASUALTIES - Continued - edition (225)

her superstructure whilst moored at the Guishan anchorage in the Pearl River estuary, awaiting repairs

Type of Claim Fire damage claim



Laura Maersk

Fully cellular containership, IMO 9190731, Built 2001, 63,200 dwt

Date of Casualty 14 July 2017

Voyage Vancouver, Canada to Busan, Korea

Cargo General containerised cargo

Type of Casualty Disabled following an engine room fire whilst in the Bering sea seven miles north of Akutan Island, Aleutian islands. The vessel was taken in tow to Dutch Harbour.

Type of Claim Possible General Average declaration

P&I Britannia

Madani Nusantara

Passenger ro-ro, IMO 8010972, Built 1981, 2,517 dwt

Date of Casualty 15 July 2017

Type of Casualty Ran aground near Suwangi Island, Indonesia. Passengers were safely evacuated.

Type of Claim Hull damage and possible salvage claim



Containerships VI

Fully cellular containership, IMO 9188518, Built 1999, 13,520 dwt

Date of Casualty 15 July 2017

Voyage Rotterdam, Netherlands to Vuosaari, Finland

Cargo General containerised cargo

Type of Casualty Suffered engine failure at the Brunsbuttel locks of the Kiel Canal. The vessel was towed towards Kiel whilst the crew effected repairs.

Type of Claim Possible salvage type claim



Klondyke

Fishing vessel, IMO 8331821, Built 1984, 215 dwt

Date of Casualty 16 July 2017

Type of Casualty Disabled off Oseberg in bad weather. The Norwegian Coast Guard vessel Bergen was able to establish a towage connection and towed the vessel into the Selbjørns Fjord.

Type of Claim Possibel salvage claim

Kaye E. Barker

Bulk carrier, IMO 5097450, Built 1952, 25,346 dwt

Date of Casualty 16 July 2017

Voyage Green Bay to Stoneport, USA

Cargo Coal

Type of Casualty Collided with a small recreational boat and then allided with the Ray Nitschke Memorial Bridge, Green Bay, Lake Michigan.

Type of Claim Collision and allision claiU

P&I StealUhip Mutual



Lucky Seven

Casino vessel, IMO 8943703, Built 1996, 5,400 dwt

Date of Casualty 16 July 2017

Type of Casualty Ran aground off Miramar beach near Panaji, India.

Type of Claim possible hull damage and salvage claim

Dragon 26

General cargo vessel, IMO 9664081, Built 2013

Date of Casualty 17 July 2017

Voyage Quang Ninh to Cua Lo, Vietnam

Cargo Coal

Type of Casualty Sank whilst moored at the Cua Lo anchorage in the Gulf of Tonkin during typhoon Talas. Of the 13 crew on board, 7 were found alive, one crew member died and 5 are missing.

Type of Claim Total loss claim

Pacific Cypress

Bulk carrier, IMO 9605097, Built 2012, 38,055 dwt

Date of Casualty 17 July 2017

Voyage Tsuruga to Hakodate, Japan

Cargo Cement

Type of Casualty Suffered a fire in the engine room whilst loading cargo at Hakodate, Japan.

Type of Claim Fire damage claim

P&I UK Club

Heinrich Schepers

Fully cellular containership, IMO 9584475, Built 2012, 10,600 dwt

Date of Casualty 18 July 2017

Voyage Hamburg, Germany to Kotka, Finland

Cargo General containerised cargo

Type of Casualty Suffered engine problem and grounded on the Kiel Canal, near the Grünental Bridge. The vessel blocked the waterway.

Type of Claim Salvage type claim

P&I Hydor AS

Kriti Sea

Product tanker, IMO 9252400, Built 2002, 47,045 dwt

Date of Casualty 18 July 2017

Voyage Marsaxylokk, Malta to Batumi, Georgia

Cargo In ballast

Type of Casualty Ran aground at Nara point in the Canakkale strait. Coastal Safety tugs responded. The vessel remains aground

Type of Claim Possible salvage claim

P&I West of England

CSL Laurentien

Bulk carrier, IMO 7423108, Built 1977, 36,674 dwt

Date of Casualty 18 July 2017

Voyage Sault Ste Marie, Ontario to unknown destination

Cargo Steel

Type of Casualty Ran aground whilst departing Sault Ste. Marie. The vessel was freed with tug assistance and anchored for survey.

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

P&I Britannia

CASUALTY FOLLOW-UP



Southern Phoenix - editions 215, 216 & 223 - the Invitation to Tender Document for the wreck removal, which was prepared by Global Salvage Consultancy and issued on 19 June 2017, closed on 14 July 2017. 12 International Salvage coUanies were invited to submit bids and the assessment of these is expected to take 4 weeks. The vessel is currently lying on her port side in Suva Harbour.

was towed to Mombasa and berthed on 12 July 2017.

BBC Ontario - edition 223 - divers from Salvamento Maritimo in Fene has successfully recovered one of the wind turbine blades which was lost from the *BBC Ontario* on 30 June 2017. The blade, which is 40 metres on length and weighs in excess of 10 tons was lying at a depth of 40 metres. Efforts to recover further cargo located off Celeiro continue.

Kea Trader - edition 224 - on 13 July 2017 salvors, Ardent Salvage, carried out their first on board inspection of the containership which last week ran aground on the Durand Reef, 100 km southeast of the island of Mare. Specialist equipment has been flown in and transported by helicopter to the vessel's location. Priority has been given to the removal of the vessel's bunkers. The operation is expected to commence in the next few days and take two weeks to complete.



Theresa Arctic - editions 222 & 224 - the tanker was refloated by the LOF salvors 22 days after she ran aground at Bofa beach in Kilifi, Kenya. The vessel

Access all our previous casualty newsletters here

