

# Roose + Partners

## Casualty Newsletter 229

16th August 2017

### FEATURE CASUALTY

## CSCL Jupiter

Fully cellular containership, IMO 9467263, Built 2011, 155,480 dwt

**Date of Casualty** 14 August 2017

**Voyage** Antwerp, Belgium to Hamburg, Germany

**Cargo** General containerised cargo

**Type of Casualty** Grounding

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

**P&I** Swedish Club

On Monday morning the ultra large containership *CSCL Jupiter* ran aground at the Westerschelde estuary near Bath, Netherlands as it was departing the port of Antwerp, Belgium.

The 366 metre containership, which has a carrying capacity of 14,074 teu, stranded at Bath bend on the river at approximately 0950 hours local time. Immediately following the grounding some eight tugs proceeded to the casualty's location and tried unsuccessfully to refloat the fully loaded vessel. Operations were

suspended with a plan to recommence on the evening high water. The weather at the time of the grounding was fine and the sea state was calm.

The Antwerp Port Authority announced a suspension of all shipping traffic to and from the port but later in the day permitted vessels less than 200 metres in length to pass provided they did not require tug assistance. Traffic on the river was suspended again in the evening in readiness for the second refloating attempt. Some sixteen tugs including the *Fairplay III*, *Lieven Gevaert*, *Multratug 13*, *Multratug 27*, *Multratug 31*, *SD Salvor*, *Union Amber*, *Union Emerald*, *Union Grizzly*, *Union Hawk*, *Union Kodiak* and *Union Panda*, attended the vessel in the evening and the *CSCL Jupiter* was eventually freed at 2100 hours. She then returned to Antwerp to undergo inspections.

It is reported that at the time of the grounding the vessel had two Dutch pilots on board and became uncontrollable as a result of a technical defect. Kotug Smit Towage and Multratug Towage and Salvage were the salvors. Click [here](#), [here](#) and [here](#) for video.



### NEW CASUALTIES

#### Monte de Sao Bras

Tug, IMO 7014505, Built 1970, 103 gt

**Date of Casualty** 8 August 2017 - Late Notification

**Type of Casualty** Immobilised after suffering an engine room fire. The tug was towing a fishing vessel and both began to drift towards the Islands of Berlengas, Portugal. Navy patrol ship *Figueira da Foz* towed the vessels to safety before handing over to another tug which had been contracted to tow the vessels to Aveiro, Portugal.

**Type of Claim** Fire damage and possible salvage claim

**P&I** Britannia



#### Calumet

Bulk carrier, IMO7329314, Built 1973, 20,416 dwt

**Date of Casualty** 9 August 2017

**Voyage** Sault Ste. Marie, Canada to Brevort, USA

**Cargo** Steel

**Type of Casualty** Grounded on the St. Marys River, USA. After a diving inspection had been undertaken and a salvage plan approved the vessel was refloated on 11 August 2017 after deballasting operations had been completed. No hull damage was found.

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

**P&I** North of England



#### Min Hui Yu 01685

Fishing vessel, No other details

**Date of Casualty** 9 August 2017

**Type of Casualty** Declared as missing on 15 August 2017. Last record was in the Taiwan Strait.

**Type of Claim** Possible total loss and loss of life claims

#### Olympias Tigress

Yacht, No other details

**Date of Casualty** 9 August 2017

**Type of Casualty** Got into difficulties and disabled by a broken mast 13 miles off the Galley Head in West Cork, Ireland whilst participating in the Fastnet Race. The Courtmacsherry Lifeboat was deployed and towed the vessel and crew to the safety of Courtmacsherry inner harbour.

**Type of Claim** Damage and possible salvage type claim



Further casualties overleaf ▶



#### Elmys

Self-propelled barge, 371 ts

**Date of Casualty** 10 August 2017

**Voyage** No details

**Cargo** Barley

**Type of Casualty** Suffered engine and rudder failure whilst transiting the river Scheldt and allided with a pier at Baasrode, Belgium. The vessel was breached on her starboard side and required dewatering and lightering.

**Type of Claim** Hull damage and salvage type claim

#### Nautilus

Submarine, Built 2008, 40 gt

**Date of Casualty** 10 August 2017

**Type of Casualty** Sank at Kastrup Havn, Copenhagen, Denmark. The owner of the submarine, Danish entrepreneur and inventor Peter Madsen, survived but has since been arrested and charged with killing a female Swedish journalist who had been on board.

**Type of Claim** Possible salvage claim



# Roose + Partners

NEW CASUALTIES - Continued - edition (229)



## Vision ▣

Self-propelled barge, No other details

**Date of Casualty** 10 August 2017

**Voyage** Unknown to Frankfurt, Germany

**Cargo** Empty containers

**Type of Casualty** Immobilised after suffering an engine room fire whilst transiting the Rhine at Millingen, Netherlands. The vessel was later assisted by another vessel, *Roxy*.

**Type of Claim** Fire damage and possible salvage type claim



## Stettin/Finnsky ▣

*Stettin* - Exhibition ship, IMO 8882923, Built 1933, 783 gt

*Finnsky* - Passenger ro-ro, IMO 9468906, Built 2012, 10,381 dwt

**Date of Casualty** 12 August 2017

**Type of Casualty** The *Stettin* collided with the ferry at the port of Rostock. The hull of the *Stettin* was breached and three passengers on board were injured. Click [here](#) for video.

**Type of Claim** Collision damage and passenger claims

**P&I** Shipowners Club / Standard Club



## Fin Whale

Fishing vessel, IMO 8314299, Built 1984, 2,590 dwt

**Date of Casualty** 13 August 2017

**Type of Casualty** Suffered a fire whilst docked at Las Palmas, Canary Islands.

**Type of Claim** Fire damage claim

## Log-In Pantanal ▣

Fully cellular containership, IMO 9351799, Built 2007, 23,821 dwt

**Date of Casualty** 11 August 2017

**Voyage** Santos to Rio de Janeiro, Brazil

**Cargo** General containerised cargo

**Type of Casualty** Lost 45 containers overboard whilst at the outer Santos anchorage, Brazil. Locals then looted the floating containers.

**Type of Claim** Cargo loss and clean-up operations

**P&I** Steamship Mutual

## Able/Lena

*Able* - General cargo with container capacity, IMO 9001136, Built 1991, 7,424 dwt

*Lena* - General cargo with container capacity, IMO 9286815, Built 2003, 6,917 dwt

**Date of Casualty** 11 August 2017

**Voyage** Mariupol, Ukraine to Ashdod, Israel / Nikolayev, Ukraine to Achladi, Greece

**Cargo** No details / Sunflower meal

**Type of Casualty** Collision at the Ahirkapi Anchorage area, Istanbul, Turkey.

**Type of Claim** Collision damage claim

**P&I** Loderstar Marine / Carina

## European Express/Aqua Jewel

*European Express* - Passenger ro-ro, IMO 7355272, Built 1974, 2,598 dwt

*Aqua Jewel* - Passenger ro-ro, IMO 8976671, Built 2002, 461 dwt

**Date of Casualty** 13 August 2017

**Type of Casualty** The *European Express* broke free of her moorings at Perama Shipyard and struck the *Aqua Jewel*. A similar incident occurred on 1 August 2017 involving both vessels (edition 228).

**Type of Claim** Collision damage claim

## Ptolemeos/Venture Spirit

*Ptolemeos* - Bulk carrier, IMO 9104081, Built 1995, 45,712 dwt

*Venture Spirit* - Bulk carrier, IMO 9670779, Built 2016, 43,482 dwt

**Date of Casualty** 13 August 2017

**Voyage** Khor Fakkan, UAE to Chittagong and Mongla, Bangladesh / At anchor Chittagong

**Cargo** Cement clinker / No details

**Type of Casualty** The vessels were in collision at the Chittagong Inner Anchorage. The *Ptolemeos* was still the subject of LOF salvage services at the time of the collision

following the a main engine failure 400nm south of Bangladesh when the collision occurred (see edition 226).

**Type of Claim** Collision damage claim  
**P&I** West of England / North of England

## Elladora

Fishing vessel, IMO 8106824, Built 1982, 459 dwt

**Date of Casualty** 13 August 2017

**Type of Casualty** Engine failure 90 nm off Nakhodka. Owners are arranging a tow.

**Type of Claim** Salvage type claim



## Clia ▣

Bulk carrier, IMO 9548237, Built 2012, 92,968 dwt

**Date of Casualty** 14 August 2017

**Voyage** Newcastle, Australia to Kaohsiung, Taiwan

**Cargo** 80,700 m/t of coal

**Type of Casualty** Ran aground at Xingda port, Taiwan. We understand Resolve Salvage may have been contracted to salvage the vessel, terms unknown.

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

**P&I** North of England

## Huanghai Pioneer

General cargo vessel, IMO 9458420, Built 2012, 28,309 dwt

**Date of Casualty** 14 August 2017

**Voyage** Singapore to Walvis Bay, Namibia

**Cargo** No details



Access all our previous casualty newsletters here

## LOF NEWS

### Eleftheria

Yacht, No other details

**Date of Casualty** 11 August 2017

**Type of Casualty** Water ingress and abandoned south of Delos island, Greece. Spanopoulos Group of Greece were contracted to assist on LOF terms.

**Type of Claim** Damage and LOF Salvage claim

### Cheshire

Bulk carrier, IMO 9593646, 56,598 dwt, Built 2012

**Date of Casualty** 13 August 2017

**Voyage** Porsgrunn, Norway to Kohsichang, Thailand

**Cargo** Fertilizer

**Type of Casualty** The vessel is experiencing elevated temperatures in two of the five cargo holds, causing deflagration and damage to one of the hatch covers. She is off Las Palmas, Canary Islands. Resolve Salvage have been appointed on LOF terms.

**Type of Claim** Cargo loss, LOF salvage claim and/or General Average declaration

**P&I** Gard

**Type of Casualty** Disabled and drifting 22 nautical miles from Mossel Bay

**Type of Claim** Possible salvage claim

**P&I** American Club

### Fort Austin ▣

General cargo vessel, IMO 7342938, Built 1978, 8,165 dwt

**Date of Casualty** 15 August 2017

**Type of Casualty** Suffered a small fire whilst at Cammell Laird Dock, Birkenhead, UK.

**Type of Claim** Fire damage claim

## CASUALTY FOLLOW-UP



**USS Fitzgerald** - editions 221, 222, 226 & 227 - the severely damaged guided missile destroyer is to return to the US for collision damage repairs. The US Navy have invited tenders for the transport of the warship by a heavy-lift vessel to either Pascagoula, Mississippi or Portland, Maine. The vessel has undergone some repairs whilst in dry-dock in Japan but cannot make the voyage back to the US without assistance.

**Kea Trader** ▣ - editions 224, 225, 226 & 228

- Salvors are now turning their attention to the container removal. This will be undertaken using the combination of a Sikorsky Skycrane heavy lift helicopter, a crane barge and the vessel's own gear.



Over the weekend, an improvement in weather allowed salvors to begin trials to remove the containers using the ship's own gear. Six of the 756 containers on board (553 are empty) were successfully transferred onto a barge that managed to come alongside. The vessel has only been operating for six months, having been launched in January 2017. Roose+Partners are appointed to protect part cargo interests.

**Lucky Seven** ▣ - editions 225, 226 & 227 - the vessel has developed a hole and this will need to be repaired by salvors before refloating operations are undertaken. A larger tug has been dispatched from Mumbai to assist in the salvage operation.

**Mercosul Santos** ▣ - edition 228 - the tug struck by the containership in the collision on 2 August 2017 has been identified as the *Bertolini CXX*. The tug, which was hauling barges of grain, sank with the loss of seven crew members and two passengers. The Brazilian Navy and rescue teams located the wreck some 8.5nm from the accident site. Salvors will be contracted to refloat the tug and remove debris from area. The containership has now arrived at Manaus.

