

Roose + Partners

Casualty Newsletter ②41

8th November 2017

FEATURE CASUALTY

Touska

Fully cellular containership, IMO 9328900, Built 2008, 66,432 dwt

Date of Casualty 5 November 2017

Voyage Kaohsiung, Taiwan to Hong Kong, China

Cargo General containerised cargo

Type of Casualty Hull damage and possible salvage claim

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

P&I Steamship Mutual

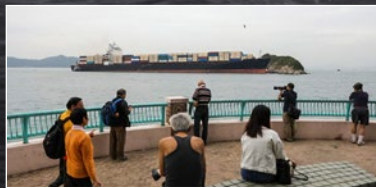
At 2115 hours local time on 5 November 2017 the 2008 built containership *Touska* crashed into the eastern tip of Magazine Island, South Horizon, Hong Kong.

The Iranian registered vessel was en route from Kaohsiung, Taiwan and was proceeding towards Hong Kong harbour at a speed of 7.5 knots when she suddenly veered hard to starboard left the East Lamma Channel and struck the uninhabited island. Local residents reported that there was a smell of smoke and there was concern that a fire may have erupted from sparks caused by the collision

with the island but the local marine police and fire services confirmed later that there was no fire. All the crew were safe and uninjured and there was no release of any pollutants.

Daylight showed the vessel sitting on rocks 400 metres off the residential estate South Horizons on Ap Lei Chau, which is connected to the mainland by a bridge. A tug *Hai Tong* was in attendance.

An investigation into the cause of the incident is underway but there is a suggestion the vessel may have suffered a rudder failure.



NEW CASUALTIES

Taucher 9

Work ship, No other details

Date of Casualty 29 October 2017 – Late Notification

Type of Casualty Broke loose from moorings in Cuxhaven, allided with the southern quay and later sank.

Type of Claim Damage and salvage/wreck removal claim

Ever Smart

Fully cellular containership, IMO 9300403, Built 2006, 78,716 dwt

Date of Casualty 30 October 2017 – Late Notification

Voyage Taipei, Taiwan to Los Angeles, USA

Cargo General containerised cargo

Type of Casualty Lost 42 containers some 700 nm east of Japan. The UK Marine Accident Investigation Branch has launched an investigation.

Type of Claim Cargo and container loss
P&I Gard

Pollux /DAL Karoo

Pollux – Fully cellular containership, IMO 9429194, Built 2009, 14,670 dwt

DAL Karoo - Fully cellular containership, IMO , Built 2013, dwt

Date of Casualty 31 October 2017 – Late Notification

Voyage Vuosaari, Finland to Bremerhaven, Germany / At Bremerhaven, Germany

Cargo General containerised cargo

Type of Casualty The *Pollux* suffered a technical failure and collided with the *DAL Karoo* and the Storm Quay at on the Weser at Bremerhaven

Type of Claim Collision and allision damage claim

P&I West of England



Tian Xi He 6

Patrol ship, IMO 8698633, Built 2010, 11,296 gt

Date of Casualty 31 October 2017 – Late notification

Type of Casualty Suffered a fire whilst at Zhoushan anchorage.

Type of Claim Fire damage claim

Nautical Runa

Bulk carrier, IMO 9699335, Built 2015, 63,577 dwt

Date of Casualty 1 November 2017

Voyage Aratu, Brazil to Brake, Germany

Cargo Food products

Type of Casualty Broke loose from its moorings at the Mueller Silos Terminal in Brake and grounded on the Weser river. The vessel was reloaded with the assistance of four tugs.

Type of Claim Salvage type claim

P&I Gard

Kanaris

Greek Naval Frigate, Built 2002, 3,500 d/t

Date of Casualty 2 November 2017

Type of Casualty Grounded in the Saronic Gulf.

Type of Claim Possible hull damage and salvage claim

TRF Kaya/OM Iridium

TRF Kaya – Fully cellular containership, IMO 9330549, Built 2007, 39,338 dwt

OM Iridium – Fully cellular containership, IMO 9337030, Built 2015, 27,209 dwt

Date of Casualty 2 November 2017

Voyage Ho Chi Minh City, Vietnam to Laem Chabang, Thailand / Ho Chi Minh City, Vietnam to Tanjung Pelepas, Malaysia

Type of Casualty The *OM Iridium* struck the *TRF Kaya* which was docked off the Cat Lai Container Terminal on the Dong Nai River in Vietnam. Some containers were crushed and lost overboard.

Type of Claim Collision damage claim

P&I UK Club / Lodestar Marine



Manouk 3/Enja

Manouk 3 – Tank barge, 2,780 ts

Enja - Self-propelled barge, 874 ts

Date of Casualty 2 November 2017

Type of Casualty The *Manouk 3* collided with the *Enja* which was moored on the Amsterdam-Rhine-Canal.

Type of Claim Collision damage claim

Further casualties overleaf ▶



Bow Spring

Chemical tanker, IMO 09215256, Built 2004, 49,429 dwt

Date of Casualty 2 November 2017

Voyage Antwerp, Belgium to Rotterdam, Netherlands

Cargo No details

Type of Casualty Suffered a blackout and grounded on the River Scheldt west of Terneuzen. The vessel was initially anchored at the Terneuzen Put for survey and was later towed into Antwerp.

Type of Claim Possible hull damage claim
P&I Gard

Sea Hunter

Fishing vessel, IMO 8811326, Built 1988, 498 gt

Date of Casualty 2 November 2017

Type of Casualty Suffered water ingress 0.83 nm from Score Head, Shetland. The Lerwick lifeboat assisted by providing pumps and a tug towed the vessel into Lerwick.

Type of Claim Possible damage and salvage claim



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NEW CASUALTIES - Continued - edition (241)

La Silta

Yacht, No other details

Date of Casualty 2 November 2017

Type of Casualty Suffered a fire and sank off Castellammare, Italy. The crew were rescued.

Type of Claim Total loss claim

Cornelis Sr

Dredger, 995 ts

Date of Casualty 3 November 2017

Type of Casualty Suffered a loss of stability whilst water ingress berthed at Moordrecht. A specialist company was contracted to assist.

Type of Claim Salvage type claim

Europa ▣

Tank barge, 2,647 ts

Date of Casualty 3 November 2017

Voyage Duisburg to Mannheim, Germany

Cargo 1,350 m³ of ethanol

Type of Casualty Suffered water ingress and engine failure on the Rhine. A pusher tug assisted and moved the vessel out of the fairway. Cargo was later offloaded to another tank barge.

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



Frakt Vik

General cargo vessel, IMO 9356579, Built 2010, 4,550 dwt

Date of Casualty 3 November 2017

Voyage Aviles, Spain to Lulea, Sweden

Cargo No details

Type of Casualty Grounded off Hagenor in Skaerbaek, Denmark. The vessel refloated without assistance albeit the patrol vessel *Nymfen* was in attendance. The vessel headed for Aabenraa for survey.

Type of Claim Possible hull damage claim

P&I Skuld



Swan Biscay ▣

Combined chemical and oil tanker, IMO 9438444, Built 2008, 11,530 dwt

Date of Casualty 4 November 2017

Voyage Wilmington to Savannah, USA

Cargo No details

Type of Casualty Suffered a propulsion failure and ran aground at Southport, North Carolina. The taker was refloated five hours later.

Type of Claim Possible hull damage and salvage claim

P&I UK Club

Pulau Pinang

Ro-ro ferry, IMO 9275244, Built 2002, 1,647 gt

Date of Casualty 5 November 2017

Type of Casualty Pushed onto the pier at

Georgetown, Pinang Island, Malaysia by strong waves and an exceptionally high tide.

Type of Claim Hull damage and salvageclaim

Sheng Long Yu No. 21

Fishing vessel, Built 2006

Date of Casualty 5 November 2017

Type of Casualty Capsized 700 km from Tahiti. The crew were rescued.

Type of Claim Possible salvage or total loss claim

Jbb Yu Hang 258

Hopper dredger, IMO 8787094, Built 2016, 5,696 dwt

Date of Casualty 5 November 2017

Type of Casualty Sank off Pasir Gudang, Malaysia whilst en route to Singapore. All crew were rescued.

Type of Claim Total loss claim

RMS Ruhrort

General cargo vessel, IMO 9075357, Built 1993, 2,503 dwt

Date of Casualty 7 November 2017

Voyage Varkaus, Finland to Rochefort, France

Cargo Wood

Type of Casualty Struck the embankment of the Kiel Canal at Fischerhütte. The vessel refloated without assistance but was ordered

to proceed to Brunsbüttel for inspection.

Type of Claim Possible hull damage claim
P&I Standard Club

Queen 36/Hai Long 688


Queen 36 – General cargo vessel, IMO 8664589, Built 2008, 3,118 dwt

Hai Long 688 – Tug, IMO 8954180, Built 1988, 209 dwt

Date of Casualty 7 November 2017

Type of Casualty Collision near Ben Binh port in Haiphong, Vietnam. The tug sank but all crew members were rescued.

Type of Claim Collision claim

Access all our previous casualty newsletters here 

TYPHOON NEWS - TYPHOON DAMREY

A number of vessels were damaged or sank near Quy Nhon city in Binh Dinh Province, Vietnam after being caught up in typhoon Damrey which passed over the south and central Vietnam coast on 4 November 2017.

1. General cargo vessel *Hoa Mai 68* (IMO 8668315, Built 2009, 3,221 dwt) sank. Her crew was rescued.
2. General cargo vessel *Nam Khanh 26* (IMO 9628582, Built 2011, 2,355 dwt) sank. Her crew was rescued.
3. General cargo vessel *Ha Trung 98* (IMO 9576923, Built 2010, 3,086 dwt) sank. Her crew was rescued.
4. General cargo vessel *Fei Yue 9* (IMO 9028639, Built 2004, 2,970 gt) was pushed aground on to rocks. Her crew was safely evacuated.
5. General cargo vessel *Thanh Hai 18* (IMO 9369837, Built 2006, 3,897 dwt) was pushed aground. Her crew was rescued.
6. General cargo vessel *Son Long 08* (IMO 8748256, Built 2008, 3,098 dwt) sank. 10 crew members were rescued, one died and one is missing.
7. General cargo vessel *Bien Bac 16* (No details) sank. 6 crew members were rescued, two died and two are missing.
8. General cargo vessel *An Phu 68* (Built 2006, 1,833 dwt) sank. Her crew was rescued.
9. Passenger vessel *Jupiter* (No details) sank. All her seven crew members are feared dead.

CASUALTY FOLLOW-UP



USS Fitzgerald ▣ – editions 221, 222, 226, 227, 229, 230 & 232 – the US Navy has issued a report which is highly critical of the crew, blaming multiple failures and a critical lack of adherence to sound navigational practices which led to the collision with the Philippines-flagged container ship *ACX Crystal* off Japan in June of this year. The report also covers the collision involving the *USS John McCain* with the *Alnic MC* in August and cites similar problems. Chief of Naval Operations Admiral John Richardson said 'We are a Navy that learns from mistakes and the Navy is firmly committed to doing everything possible to prevent an accident like this from happening again.'



Harvest Sky – edition 238 – having been refloated by salvors Nippon Salvage following its grounding on 14 October 2017 (see our feature 238) the vessel was under tow to Xingda Port in Kaohsiung, Taiwan to unload its cargo of coal when the tow line parted in heavy weather on 3 November 2017. Salvors efforts to reconnect the tow were hampered

by the conditions and the vessel drifted 130 miles through the Taiwan Strait. The vessel was able to drop its anchor 7 miles off Taixi, Yunlin on 6 November 2017. The salvage will recommence when conditions improve.

Seikongen ▣ – edition 239 – Ardent Salvage have been contracted to remove the 200 m³ of decomposed salmon and fuel from the wellboat which sank off Chonchi in the Chiloé province on 18 October 2017 after the plan was approved by the Chilean Navy. The work, which is expected to up to 15 days, began on 3 November 2017. Ardent are also working on a plan to refloat the vessel.

Glory Amsterdam ▣ – edition 240 – the bulk carrier was refloated by salvors Smit Salvage BV at 0715 local time on 2 November 2017 after 16,000 m³ of ballast water was pumped out. Her anchors, which had been deployed in an effort to prevent the grounding, had to be cut off. Tugs *Fairmount Summit* and *Union Manta* pulled the ship in deeper water before the tugs *Jade*, *Bugsier 11* and *Multratug 4* were connected. The bulk carrier was taken to Wilhelmshaven for survey and has since proceeded to Bremerhaven for repairs. Investigations are continuing into the actions of the Master during the incident with suggestions that he refused assistance or to cooperate with the attending tugs endangering the safety of navigation.

Bilal Bal – edition 240 – rescuers found three bodies in the wreck of the freighter which sank off Istanbul on 1 November 2017. Seven other crew remain missing. The vessel was transporting iron ore from Gemlik to Black Sea port of Ereğli.

