

### FEATURE CASUALTY

## Maersk Kampala

Fully cellular containership, Built 2001, 93,617 dwt

**Date of Casualty** 28 August 2013

**Voyage** India to ports in the Red Sea and Europe

**Cargo** General containerised cargo

**Type of Casualty** Fire in deck containers

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

Following on from our Casualty Alert, we are today reporting what we hope is good news in relation to this casualty. We do so a little tentatively because information surrounding this fire is somewhat sketchy, unlike some of the more recent casualties we have featured. That said, Maersk have issued a further press release reporting on the fire-fighting efforts and advising that the fire spread 'was contained in the two foremost bays'. We understand that the seat of the fire was in a container at the bottom of one of the stacks. Weather conditions initially hampered the efforts of the fire fighting tugs, who were unable to get close enough to the vessel for their fire monitors

to have maximum effect. However the conditions improved and the tugs have since been able to manoeuvre close enough to the casualty for their extinguishing water to hit the mark.

Fire-fighters are also on board the vessel and are attempting to extinguish the fires inside the containers. To do so they are having to cut open each of the affected containers and other containers in the immediate vicinity, and dousing the contents with water. This, it is hoped, will prevent a flare up and further spread of the fire into others stacks through heat transfer. This is difficult and dangerous work. It is essential in these circumstances that the salvor's personnel are provided with information concerning the nature of the cargo loaded in the area so that they are aware of any cargo which is potentially hazardous to their personnel if heated or if it comes into contact with water. We have no doubt that cargo stowage information will be readily supplied by Maersk to Svitzer BV.

We anticipate that Maersk will be carrying out an early assessment of the casualty expenditure, including losses arising as a result of the sacrifice damage, which may be recoverable through the mechanism of General Average and expect that they will decide shortly whether to declare General Average.



### CASUALTY FOLLOW-UP

**Mol Comfort** – editions 14, 15, 17 & 19 – Class NK have advised that their report into the casualty will be delayed and is now expected at the end of October.

**Plata Feeder** – edition 24 – apparently remains aground, contrary to earlier reports that she had been refloated.

**Tiger Cliff** – edition 24 – Stihling Hahn Hilbrich of Hamburg are the appointed General Average Adjusters.

**Astrid** – edition 20 – the Irish Coast Guard has agreed the salvage plan to refloat the tall ship and initial operations are underway.

### NEW CASUALTIES

#### Inga Lill

Finnish sailing vessel, Built 1947

**Date of Casualty** 27 August 2013

**Voyage** Unknown

**Cargo** n/a

**Type of Casualty** Grounding and fire in Dragsfjård, Finland. The fire broke out as a result of the engine overheated during the refloating attempts. A group of 17 primary school children were safely evacuated.

**Type of Claim** Fire damage claim

#### Chu Yu 168

Fishing vessel, 80 gt

**Date of Casualty** 27 August 2013

**Voyage** n/a

**Cargo** Tuna

**Type of Casualty** Fire on board 650 nm south east of Madagascar. The crew abandoned the vessel.

**Type of Claim** Fire damage or total loss claim



#### Scuderia A

Fishing vessel, Built 1988, 113 gt

**Date of Casualty** 28 August 2013

**Voyage** n/a

**Cargo** Fish

**Type of Casualty** Grounding at Lankidden Cove, off The Lizard, Cornwall, England. Salvors took steps to remove the vessel's fuel oil. They then used floatation bags to refloat the vessel, which was towed to Port Pendennis, Falmouth where repairs will be carried out.

**Type of Claim** Possible salvage claim, hull damage claim, pollution clean up

#### Hansa Calypso/ Han De

*Hansa Calypso* - Fully cellular containership, Built 1998, 19,826

dwt

*Han De* - General cargo vessel with container capacity, Built 1993, 8,115 dwt

**Date of Casualty** 28 August 2013

**Voyage** Singapore to Chittagong / Chennai to Chittagong

**Cargo** General containerised cargo / Unknown

**Type of Casualty** Collision during mooring operations at Chittagong resulting in damage to both vessels.

**Type of Claim** Collision damage claim

#### Valle de Elda

Fishing vessel, no other details

**Date of Casualty** 29 August 2013

**Voyage** n/a

**Cargo** Fish

**Type of Casualty** Fire whilst south of Ibiza. The vessel was abandoned by her crew.

**Type of Claim** Fire damage or total loss claim

#### Ince Ege

Bulk carrier, Built 2010, 57,373 dwt

**Date of Casualty** 30 August 2013

**Voyage** to Aden and Hodeidah to Saleef, Yemen

**Cargo** Unknown

**Type of Casualty** Allision whilst berthing at Saleef causing damage to the forepeak tank shell plating and quay.

**Type of Claim** Allision damage claim

#### Elevit

Combined chemical and oil tanker, Built 2012, 16,964 dwt

**Date of Casualty** 31 August 2013

**Voyage** Sines, Portugal to Velsen, Netherlands

**Cargo** Oil products

**Type of Casualty** Allision with quay at Velsen, following rudder problems. The vessel suffered significant damage to her bulbous bow.

**Type of Claim** Allision damage

#### COSCO Asia

Fully cellular containership, Built 2007, 109,968 dwt

**Date of Casualty** 31 August 2013

**Voyage** Singapore to Northern European ports of Hamburg, Rotterdam, Felixstowe and Antwerp

**Cargo** General containerised cargo

**Type of Casualty** Circumstances unclear with suggestions the vessel was the subject of a terrorist attack. Latest reports are the vessel was hit by an RPG fired from the shoreline which striking a container in the top of a stack and damaging a hatch near the accommodation block. Machine gun fire was also reported.

**Type of Claim** Cargo loss

#### Success Satria 1/ Kit 57

*Success Satria 1* - Product tanker, Built 1979, 1,604 dwt

*Kit 57* - Product tanker, Built 1980, 600 dwt

**Date of Casualty** 1 September 2013

**Voyage** Singapore to Pasir Gudang, Malaysia / None, in port service

**Cargo** Unknown

**Type of Casualty** Fire in the engine room of the *Kit 57* which spread to the *Success Satria 1* whilst the vessels were moored together south of Pulau Lima, Malaysia. The fire on *Success Satria 1* was extinguished on 1 September but the *Kit 57* was seriously damaged and sank the same day.

**Type of Claim** Fire damage / total loss claim



#### Green Karmøy A

Reefer, Built 1989, 6,120 dwt

**Date of Casualty** 1 September 2013

**Voyage** West Africa, Canary Islands, Falmouth, UK to Tvøroyri, Faroe

Islands

**Cargo** Refrigerated cargo

**Type of Casualty** The vessel came into contact with a building while docking at Tvøroyri on the Faroe Islands.

**Type of Claim** Allision damage claim and personal injury



#### Lady Nola A

General cargo vessel, Built 1978, 2,100 dwt

**Date of Casualty** 30 August 2013

**Voyage** Plymouth UK to Stora Vika, Sweden

**Cargo** Wood chippings

**Type of Casualty** Fire in cargo hold whilst berthed at Plymouth. A digger and some cargo was damaged.

**Type of Claim** Fire damage claim and cargo loss

#### Front

General Cargo vessel, Built 1975, 3,353 dwt

**Date of Casualty** 3 September 2013

**Voyage** Hereke to Derince, Turkey

**Cargo** Unknown

**Type of Casualty** Fire in hold whilst moored in Derince, Turkey.

**Type of Claim** Fire damage claim and cargo loss

#### Outsailing 8

General cargo vessel, Built 2009, 4,203 dwt

**Date of Casualty** 3 September 2013

**Voyage** Shimomoseki, Japan to Shanghai, China

**Cargo** Unknown

**Type of Casualty** Grounding at Takenoko island, Kanmon Route. Vessel remains aground.

**Type of Claim** Possible salvage claim, possible hull damage