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Casualty Newsletter 250

10th January 2018

FEATURE CASUALTY

Sanchi/CF Crystal

Sanchi – Crude oil tanker, IMO 9356608, Built 2008, 164,154 dwt

CF Crystal – Bulk carrier, IMO 9497050, Built 2011, 75,725 dwt

Date of Casualty 6 January 2018

Voyage Kharg Island, Iran to Daesan, South Korea / Kalama, USA to Guandong, China

Cargo 136,000 m³ of crude oil / 64,000 m³ of grain

Type of Casualty Collision

Type of Claim Collision damage and loss of life claims, LOF salvage and clean-up operations

P&I Steamship Mutual / Skuld

At approximately 2000 hours Beijing time on 6 January 2018 the crude oil tanker *Sanchi* and the bulk carrier *CF Crystal* were in collision in the East China sea, east of the Yangtze River estuary and some 160 miles from Shanghai. The 164,154 dwt *Sanchi* was laden with 136,000 m³ of condensate, a type of ultra-light crude oil, with an estimated value of USD60 million, and was bound for South Korea from Iran. The *CF Crystal*, which was also in load, was carrying a cargo of grain from the USA to China.

The *CF Crystal* suffered what has been described as non-critical damage as a result of the collision and all her 21 crew were safely accounted for. However it is a different story on the tanker.

The collision caused a large fire to erupt on board and has likely led to significant loss of life with all of the 32 crew members on board thought to have been lost, one body has so far been recovered. The condensate has been spewing from the damaged area and burning off.

Eight search and rescue and anti-pollution vessels were immediately deployed to the area. A team from the Shanghai Fire Department was also sent to provide expert assistance. Both the South Korean and US Navy have been active in providing aerial surveillance to search for the missing crew. Rescue efforts have been severely hampered by the weather and the smoke coming from the casualty. By 8 January some 13 vessels were involved in the search and rescue operation. The nature of the cargo, which is very different from black crude oil, means that it is likely to evaporate especially as a result of the weather, with wave heights of four metres being recorded. It is however toxic, hence the difficulties in getting close to the vessel, and considerably more volatile than regular crude. The main pollution risk is from the casualty's bunkers.

Shanghai Salvage have been contracted to provide salvage services to the *Sanchi* under the terms of a Lloyd's Open Form of Salvage Contract with SCOPIIC invoked.

The tanker is managed by the National Iranian Tanker Company (NITC), and was under charterer by Hanwha Total, a 50-50 partnership between the Seoul-based Hanwha Group and the French oil giant Total. A formal accident investigation has commenced.

NEW CASUALTIES

Wilson Avonmouth

General cargo vessel, IMO 9313747, Built 2010, 3,594 dwt

Date of Casualty 31 December 2017 – Late Notification

Voyage UK to Turkey

Cargo Steel coils

Type of Casualty Cargo shift in the Bay of Biscay. The vessel sought refuge at Viveiro Port, Spain and work is being undertaken to re-secure the cargo.

Type of Claim Possible general average claim and cargo damage

P&I Gard



Au Virgo

Chemical and oil products tanker, IMO 9181871, Built 1998, 4,718 dwt

Date of Casualty 2 January 2018 – Late Notification

Voyage No details

Cargo Palm oil

Type of Casualty Went out of control on the Yangon River in Myanmar and collided with a jetty and local boats.

Type of Claim Allision damage claim

Vamos

Catamaran, No other details

Date of Casualty 2 January 2018 – Late Notification

Type of Casualty Allided with the pier at Ostia, Italy during heavy weather. The vessel was abandoned and later washed up on a local beach in a seriously damaged condition.

Type of Claim Possible total loss claim

Lady Ariane

General cargo vessel, IMO 9760366, Built 2015, 3,700 dwt

Date of Casualty 3 January 2018

Voyage Varberg, Sweden to Newport, UK

Cargo Timber

Type of Casualty Lost cargo overboard off the North Devon coast in the UK.

Type of Claim Cargo loss

P&I British Marine

Glorieuse Inmaculee

Fishing vessel, IMO 9089308, Built 2005, 154 gt

Date of Casualty 3 January 2018

Type of Casualty Suffered engine failure northwest of Priorifo, Spain. Salvamento Maritimo assisted and towed the vessel to Oza Port.

Type of Claim Possible salvage type claim

Grand Celebration

Passenger cruise ship, IMO 8314134, Built 1987, 6,405 dwt



Type of Casualty Broke free of her moorings during storms at Freeport, Bahamas. The vessel allided with and damaged the quay. She was assisted by tugs. Click [here](#) for video.

Type of Claim Allision damage claim

P&I American Club



Ark replica

No other details

Date of Casualty 3 January 2018

Type of Casualty Broke free its moorings during storms in Urk, Netherlands. The vessel slammed into floating piers and pleasure craft. She was towed out of the port on 4 January 2018. Click [here](#) and [here](#) for videos.

Type of Claim Allision damage and possible salvage claim

Dolfijn

Tank barge, ENI 02324337, Built 2000, 1,600 dwt

Date of Casualty 3 January 2018

Type of Casualty Struck a pillar on the Baudouin bridge in Huy, Belgium on the River Meuse.

Type of Claim Allision damage claim

Further casualties overleaf ▶

Lite Ferry 20/LCT Seamine 8

Lite Ferry 20 - Ferry, No other details
LCT Seamine 8 – Landing craft, MMSI 70000406

Date of Casualty 5 January 2018

Type of Casualty Collision off Cebu, Philippines.

Type of Claim Collision damage claim

Eben Haezer

Self-propelled barge, 1,059 ts

Date of Casualty 5 January 2018

Voyage No details

Cargo No details

Type of Casualty Allided with the railway bridge spanning the Rhine-Herne-Canal in Herne/Recklinghausen

Type of Claim Allision damage claim

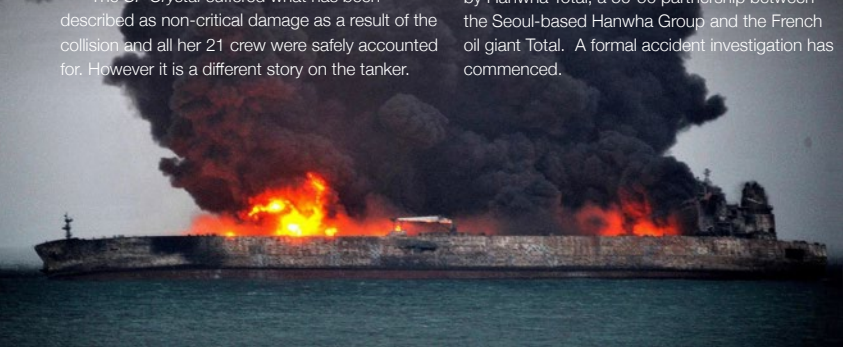
Xuan Thanh 10/BD 97619 TS

Xuan Thanh 10 – General cargo vessel, MMSI 574013284
BD 97619 TS – Fishing vessel, No other details

Date of Casualty 5 January 2018

Voyage No details

Cargo No details



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NEW CASUALTIES - Continued - edition (250)

struck by the cargo ship in the South China sea off the coast of Vietnam. The fishing vessel capsized. Her crew of 15 were able to make it to life rafts.

Type of Claim Collision damage claim

COSCO Shipping Kilimanjaro

Fully cellular containership, IMO 9757852, Built 2017, 153,745 dwt

Date of Casualty 5 January 2018

Voyage Ningbo to Shekou, China

Cargo General containerised cargo

Type of Casualty Grounded between the Ma Wan Bridge and Hong Kong Airport following steering failure. The vessel was refloated with tug assistance.

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

P&I Swedish Club



Tohitika

Excursion ship, No other details

Date of Casualty 5 January 2018

Type of Casualty Suffered water ingress north of Tahiti. All 25 passengers on board and the crew were rescued before the vessel sank.

Type of Claim Total loss claim

MSC Eloane

Fully cellular containership, IMO 9755957, Built 2016, 201,792 dwt

Date of Casualty 5 January 2018

Voyage Rotterdam, Netherlands to Tanger-Med, Morocco

Cargo General containerised cargo

Type of Casualty Lost between 30 and 45 containers 40 miles northwest of Finestere

Type of Claim Container and cargo loss

P&I Standard Club



Ewa

Self-propelled barge, 801 ts

Date of Casualty 6 January 2018

Voyage Vlaardingen, Netherlands to Dunkirk, France

Cargo Scrap

Type of Casualty Grounded on a dike on the South-Beveland canal near Hansweert. Initial salvage attempts failed. The vessel showed signs of structural damage due to the way she was held. She was finally refloated by tugs from Multiraship Salvage working with the Rijkswaterstaat. Click [here](#) for video.

Type of Claim Hull damage and salvage claim

Mestre Simao

Passenger vessel, IMO 9690482, Built 2013, 224 dwt

Date of Casualty 6 January 2018

Type of Casualty Ran aground entering the port of Madalena, Pico Island, Azores. All 61 passengers were safely evacuated.

Type of Claim Possible hull damage and salvage claim

P&I Shipowners Club

Hyderabad/Chok Chu Chai

Hyderabad – Bulk carrier, IMO 9278789, Built 2004, 52,951 dwt

Chok Chu Chai – Fishing vessel, No other details

Date of Casualty 6 January 2018

Voyage Indonesia to Ko Sichang, Thailand

Cargo Coal

Type of Casualty The vessels were in collision southeast of Laern Chabang. The fishing vessel sank. Four of her eight crew died, with the other four being saved by another fishing vessel.

Type of Claim Collision and loss of life claims

P&I Steamship Mutual / No details

Noortstroom

Tank barge, MMSI 244020589, Built 1993, 2,006 ts

Date of Casualty 6 December 2018

Voyage Emmerich, Germany to Nijmegen-Arnhem, Netherlands

Cargo No details

Type of Casualty Ran aground on the Rhine near Panterden. The vessel was refloated with assistance and towed to a jetty in Millingen.

Type of Claim Possible hull damage and salvage claim

Jiarong 36/Minxia You 1829

Jiarong 36 – General cargo vessel, No other details

Minxia You 1829 – Fishing vessel, No other details

Date of Casualty 6 January 2018

Type of Casualty Collision off Wenzhou, China in the East China Sea. The cargo ship capsized and sank. Her crew were rescued.

Type of Claim Collision claim

Tingvoll

Passenger ro-ro and cargo, IMO 7220180, Built 1972, 185 dwt

Date of Casualty 7 January 2018

Type of Casualty Suffered an engine failure in the Edøyfjord, Norway during poor weather.



Access all our previous casualty newsletters [here](#)

LOF NEWS

Please refer to our Feature Casualty.

The vessel was assisted by tugs into Edaya in Smøla.

Type of Claim Possible salvage claim

Hansa Meersburg

Fully cellular containership, IMO 9373462, Built 2007, 23,388 dwt

Date of Casualty 8 January 2018

Voyage to Keelung, Taiwan

Cargo General containerised cargo

Type of Casualty Allided with a berth and gantry crane during berthing manoeuvres at Keelung Port. The berth and 50 containers were damaged. One stevedore was injured.

Type of Claim Allision damage, container and cargo damage and injury claims

P&I Gard



Mayama

Yacht, No other details

Date of Casualty 8 January 2018

Type of Casualty Caught fire whilst at Alimos Marina, Saronikos, Greece. The vessel was towed out of the marina away from other vessels and eventually sank.

Type of Claim Total loss and wreck removal claim

Vera/Roro 1

Vera – Self-propelled barge, MMSI 244660542, 1,452 ts

Roro 1 – Ro-ro barge, 986 ts

Date of Casualty 10 January 2018

Voyage Gorinchem, Netherlands to Mannheim, Germany

Cargo No details

Type of Casualty Allided with the southern railway bridge crossing the Rhine in Cologne.

Type of Claim Allision damage claim

CASUALTY FOLLOW-UP



Amber L – editions 220, 221 & 223 – the detailer bulk carrier, which was involved in a collision with the fishing vessel *Carmel Matha* off Kochi, India on 11 June 2017 has been released by the Mercantile Marine Department. All relevant documents and records of the ship have been retained by the MMD and are held by the investigating officer of the Kerala State Coastal Police.

Seikongen – editions 239 & 241 – the maritime authority for Chile is this week expected to confirm the winning tender for the removal of the fishing vessel which sank off Pilipilehue beach on 18 October 2017 with 214 m/t of salmon on board. Eight companies were invited to tender.

Kea Trader – editions 224, 225, 226, 228, 229, 231, 236 & 238, 242 & 245 – removal of containers from the containership resumed last week after weather conditions improved at Durand Reef off Maré. Daily helicopter flights are continuing to monitor possible pollution, with no releases noted. The containers, most of which are empty, are being cut into pieces on site and transported by helicopter to a nearby barge.

Mekhanik Yartsev – editions 248 & 249 – the vessel's stability has been righted and she is expected to depart Southampton,

where she sought refuge, for Warrenpoint by next week if cleared by the Maritime and Coastguard Agency

Wilf Seymour and **Alouette Spirit** – edition 249 – the barge *Alouette Spirit*, which was being towed by the tug *Wilf Seymour* when it grounded in Lake St Pierre, will likely have to be lightered of part of its aluminium cargo. Weather conditions have caused problems on site and the presence of ice means the salvage operation will now be delayed until the Spring.

