

FEATURE CASUALTY

Maersk Honam – Follow-Up

Fully cellular containership, IMO 9784271, Built 2017, 162,051 dwt

Date of Casualty 6 March 2018

Voyage Singapore to Suez, Egypt and European ports

Cargo General containerised cargo

Type of Casualty Explosion and fire

Type of Claim Fire damage, LOF salvage claim, General Average declaration and loss of life claims

P&I Standard Club

Five days after the original explosion on the fully cellular containership *Maersk Honam*, the resulting fire was reported as having been largely brought under control over the weekend after the Indian Coast Guard continued their efforts to douse the flames with their fire monitors. Teams from Smit Salvage and Ardent Global, the joint LOF salvors, arrived at the casualty's location on 10 March 2018 and have carried out on board inspections of the vessel. Fires are still smouldering in Holds 1, 2 and 3 and preventative steps are being taken to prevent any flare up.

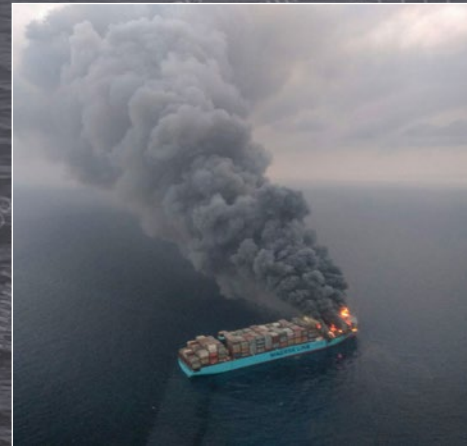
The fire has seriously affected Holds 1, 2 and 3 of the vessel but the spread to other holds and cargo on board appears to have been halted, possibly by the position of the accommodation block, which separates Holds 3 and 4. The 162,000 deadweight containership has 9 cargo

holds and as such two thirds of the cargo seems to have avoided the worst effects of the fire. There is of course the possibility that other cargos, particularly those stowed on deck, may be affected by smoke and this will have to be ascertained in due course during the survey process.

The vessel is now under tow of the tug *Amazon Chieftain Z*, with the line attached to the vessel's aft end. Boundary cooling operations are continuing and electrical power has been restored, including power to the reefer containers. The bodies of three of the four missing crew members have been recovered by salvors, one other crew member rescued from the vessel has since died and two others remain in a serious condition in hospital. The Indian Marine Police are conducting an investigation into the incident and are set to interview all crew members who have been taken to Cochin.

The owners Maersk are looking to identify a suitable port of refuge which can handle a casualty of this size and deal with the aftermath of such a significant fire. It is possible that Maersk may look for the vessel to be taken to Salalah in Oman where they have a significant presence. There are a limited number of ports which are able to accommodate a vessel of this size let alone a fire damaged vessel with significant damaged cargo and extinguishing water on board.

As anticipated in our report last week, the owners have declared General Average. Cargo and container interests will now be required to provide two sets of securities in respect of this casualty, both LOF Salvage and General Average security. We have proposed that



consideration should be given to waiving the requirement for a separate General Average Bond to be provided where the property is insured and suitable GA Guarantee are provided which would certainly reduce paper work and costs. No decision has been made in this regard.

NEW CASUALTIES

Stolt Florence/Tyro

Stolt Florence – Self-propelled barge, 3,644 ts

Tyro – Self-propelled barge, 1,106 ts

Date of Casualty 7 March 2018

Type of Casualty Collision on the Rhine.

Type of Claim Collision damage claim



Sveanord

General cargo vessel, IMO 7419248, Built 1976, 1,068 dwt

Date of Casualty 7 March 2018

Voyage Tromsø to Harstad, Norway

Cargo No details

Type of Casualty Suffered an engine breakdown and was towed to Harstad by a Norwegian Coast Guard vessel.

Type of Claim Possible salvage claim

P&I Hydr AS

Anja C

General cargo vessel, IMO 9362669, Built 2006, 8,099 dwt

Date of Casualty 8 March 2018

Voyage Borg Harbour, Norway to Hamburg, Germany

Cargo No details

Type of Casualty Disabled 10nm off

Further casualties overleaf ▶

Helgoland and was towed into Hamburg where she will undergo repairs.

Type of Claim Possible General Average declaration (subject to being loaded)

P&I Steamship Mutual



Zwaantje 8

Inland bunker tanker, No other details

Date of Casualty 8 March 2018

Type of Casualty Sank whilst berthed between the locks of Hansweert and the Vlakte Bridge on the South Beveland Canal. Salvors have since raised the vessel. There was a small release of diesel oil.

Type of Claim Salvage claim

Hongkong Glory

Bulk carrier, IMO 9626596, Built 2012, 40,000 dwt

Date of Casualty 8 March 2018

Voyage Aviles, Spain to St Petersburg, Russia

Cargo No details

Type of Casualty Suffered water ingress into her engine room and was disabled in the Gulf of Finland some 18 nm west of Gogland Island. The vessel, which had



Roose + Partners

NEW CASUALTIES - Continued - edition (259)

water ingress up to six metres high, was attended to by various vessels. The Finnish icebreaker *Nordica* stood by the vessel and after steps were taken to pump some of the water from the engine room the tug *Atlas* deployed from Sillamae towed the vessel to Tallinn.

Type of Claim Possible salvage claim
P&I The London Club



Barbarossa/Loch Lomond ▣

Barbarossa – General cargo vessel, IMO 9197765, Built 2000, 3,176 dwt
Loch Lomond – Bulk carrier, IMO 9639464, Built 2012, 38,436 dwt

Date of Casualty 8 March 2018
Voyage Immingham, UK to Brake, Germany / Brake, Germany to Wilmington, USA
Cargo No details
Type of Casualty The *Barbarossa* collided with the *Loch Lomond* during berthing operations in Brake.

Type of Claim Collision damage claim
P&I No details / Gard

Kapitan Evdokimov/ Belomorskiy ▣

Kapitan Evdokimov – Ice breaker, IMO 8027224, Built 1983, 463 dwt
Belomorskiy – Dredger, IMO 8305781, Built 1985, 2,044 dwt

Date of Casualty 8 March 2018
Type of Casualty The *Kapitan Evdokimov*

collided with and damaged the *Belomorskiy* whilst departing the port of Archangel, Russia.

Type of Claim Collision damage claim

Syn Zosma

LPG tanker, IMO 9177466, Built 1999, 4,112 dwt

Date of Casualty 9 March 2018
Voyage Terneuzen, Netherlands to Milazzo, Italy
Cargo No details
Type of Casualty Allided with a dock whilst departing Terneuzen.
Type of Claim Allision damage claim
P&I Britannia



Kuo Chang/He Bin ▣

Kuo Chang – Fully cellular containership, IMO 9172313, Built 1999, 18,618 dwt
He Bin – Fully cellular containership, IMO 9187423, Built 1999, 11,386 dwt

Date of Casualty 9 March 2018
Voyage Taichung to Kaohsiung, Taiwan / Kaohsiung to Taichung, Taiwan
Cargo General containerised cargo / No details

Type of Casualty The *He Bin* struck the *Kuo Chang* during berthing manoeuvres at Taichung.
Type of Claim Collision damage claim
P&I North of England / West of England



Sirius Høj ▣

Hopper dredger, IMO 7032375, Built 1970, 117 dwt

Date of Casualty 10 March 2018
Type of Casualty Capsized whilst departing Bogense Harbour in Denmark, after her cargo of sand dredged from the harbour shifted. Salvors raised the vessel the following day. A small spill of oil was noted.
Type of Claim Damage and salvage claim, possible clean-up operations
P&I Lodestar Marine



Hai Ha 18 ▣

Product tanker, IMO 9611084, Built 2010, 948 dwt

Date of Casualty 10 March 2018
Voyage At Hai Phong, Vietnam
Cargo 900 m³ of gasoline

Type of Casualty Suffered an explosion and major fire during loading operations at Hai Phong's petroleum terminal. The vessel was towed out of the port after fire-fighting efforts were unsuccessful. 400 fire-fighters were deployed at one point.

Type of Claim Fire damage claim

Geroite Na Sevastopol

Ro-ro, IMO 7529976, Built 1978, 12,900 dwt
Date of Casualty 12 March 2018

Voyage Poti, Georgia to Varna, Bulgaria
Cargo No details

Type of Casualty Fire in the accommodation leading to the death of a crew member.
Type of Claim Fire damage and loss of life claim
P&I West of England

Sofie Maersk

Fully cellular containership, IMO 9146479, Built 1998, 110,387 dwt

Date of Casualty 12 March 2018 (reported)
Voyage Lazaro Cardenas, Mexico to Qingdao, China

Cargo General containerised cargo
Type of Casualty Suffered an engine breakdown possibly on 4 March 2018 whilst transiting the North Pacific. The vessel is to be towed to Honolulu for repairs.

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

P&I Standard Club

Natalie Jean

Tug, No other details

Date of Casualty 12 March 2018

Type of Casualty Capsized and sank whilst on the Mississippi River near New Orleans. Search and rescue teams are trying to locate the two missing crew members. The vessel was carrying 600 gallons of fuel.

Type of Claim Salvage claim, clean-up operations and loss of life claims



Dongfang Glory ▣

Oil products tanker, IMO 9554872, Built 2010, 6,509 dwt

Date of Casualty 13 March 2018

Voyage Under repair at Balawai, Malaysia
Cargo In ballast

Type of Casualty Suffered an explosion and fire in a cargo tank whilst undergoing repairs. Two dock workers and the Master were injured.

Type of Claim Damage claim
P&I Shipowners Club

Bizon - O 119

Pusher tug, No other details

Date of Casualty 13 March 2018

Type of Casualty The pusher tug with a barge of cement clinker collided with an unnamed container barge on the Mittelland Canal near Calvörde. Both suffered breaches.

Type of Claim Collision damage claim

CASUALTY FOLLOW-UP



CT Cork – edition 246 – the vessel which was towed to Besiktas, Turkey after becoming disabled south west of the Azores on 28 November 2018 remains under repair. She has been in Besiktas since 23 December 2017.

Akacia ▣ – edition 256, 257 & 258 – the damaged containership arrived in Hamburg, Germany on 8 March 2018 under tow. After her cargo was discharged she was then towed to the Norderyard where she will undergo repairs.

Mumtaz Amca – edition 258 – after her cargo was discharged at Diliskelesi the vessel was shifted to Tuzla for repairs.

Maersk Shanghai ▣ – edition 258 – the containership diverted to Freeport, Bahamas, arriving on 8 March 2018, where damaged containers will be removed and other undamaged units will be restowed. Maersk have confirmed that 76 containers were lost overboard with only one loaded with sulphuric acid.

Primula Seaways ▣ – edition 258 – the ferry left the port of Ghent on 9 March 2018 bound for Fayard in Odense where she will undergo repairs to the damage sustained in the collision with the *MSC Madrid*. She is expected to return to service in April.

Panamax Alexander – edition 258 – the disabled bulk carrier, which suffered a breakdown 490 nm south west of Ireland is

being towed to Flushing by the tug *Union Manta*. She is expected to arrive on 15 March 2018.

Betanzos ▣ – edition 258 – the crew were evacuated from the vessel in the evening of 8 March 2018 with weather conditions on site set to deteriorate and salvage operations were suspended. The vessel, which is carrying 8,000 m³ of sand, is being assisted by Resolve Salvage, Smit Salvage and local salvors Rebonave SA. Tugs *Fairmount Alpine* and *Monte da Luz* are in attendance.

