

FEATURE CASUALTY

Costa Concordia

Cruise ship, Built 2006, 114,147 gt
Date of Casualty 13 September 2013
Voyage Civitavecchia, Savona, Marseille, Barcelona, Palma de Mallorca, Caligari, and Palermo
Cargo n/a
Type of Casualty Grounding on the island of Giglio, Italy.
Type of Claim Wreck removal

Whilst this is by no means a new casualty, we could not let the operation to raise the hull of the *Costa Concordia* go unmentioned in this newsletter. The details of the accident involving the cruise liner, which was carrying over 4,000 passengers and crew when it struck a rock off the island of Giglio in January 2013, do not need repeating, save to mourn the sad loss of the 32 people who died as a consequence of the incident. However the considerable efforts the contract to remove the wreck, are worthy of mention.

Last week the Italian Authorities gave the go ahead for the lifting operation to proceed and work began on 16 September, under the watchful eyes of the World's media. The method used and known as parbuckling involved the

slow rotation of the vessel to an upright position onto a specially constructed undersea platform using a series of huge jacks, cables and caissons which gradually filled with water during the lift. After a little over 19 hours the vessel was confirmed as being upright in the early morning of 17 September. Whilst the rotation phase only took 19 hours, a team of over 500 personnel have been stationed in Giglio for over a year, carrying out the necessary stabilising works to the vessel and preparing for the lifting operation. The costs of the operation are thought likely to exceed €600million or USD800million, and it is expected to be the most expensive wreck removal ever, eclipsing by some considerable margin, the costs of the wreck removal of the containership *Rena*, which ran aground at 17 knots on Astrolabe Reef, Tauranga, in the remote North of New Zealand in October 2011.

This is of course the first stage of the removal. It is expected that the vessel will remain in position off Giglio over the winter months whilst salvors carrying out further works. Additional caissons will be welded to the vessel's hull and filled with water to ballast her down during the winter. Thereafter, assuming the vessel survives the winter weather and is considered to be structurally sound enough to tow, the plan is to dewater the caissons and fill them with air, making the vessel buoyant and ready for towage to an Italian port.



NEW CASUALTIES

SSI Victory

Bulk carrier, Built 2012, 56781 dwt
Date of Casualty 10 September 2013
Voyage Zhanjiang China to Jazan, Saudi Arabia
Cargo 50,000 m³ of cement clinker
Type of Casualty Grounding in Red Sea.
Type of Claim Possible salvage claim, hull damage claim

Fredensborg

General cargo, Built 2011, 12,667 dwt
Date of Casualty 11 September 2013
Voyage Golcuk Turkey to Jeddah, Saudi Arabia
Cargo General cargo
Type of Casualty Fire in No. 3 cargo hold whilst at Jeddah.
Type of Claim Possible salvage claim and/or General Average declaration, cargo damage



Pasha

General cargo, built 1971, 1,150 dwt
Date of Casualty 12 September 2013
Voyage Hereke, Turkey to Casablanca, Morocco
Cargo Plywood and general cargo

Type of Casualty Heavy list due to cargo shift. The vessel was taken to Nari by local tugs. Despite salvor's efforts she sank whilst at the quay.
Type of Claim Cargo loss and wreck removal

Suecia Seaway

Passenger ro/ro, Built 1999, 11,100 dwt
Date of Casualty 11 September 2013
Voyage Rotterdam, Netherlands to Felixstowe, England
Cargo Loaded trucks
Type of Casualty Cargo shift during heavy weather damaging trailers on deck.
Type of Claim Damage to trailers

Wild Cosmos/Nabil H

Wild Cosmos – Reefer, Built 1998, 10,097 dwt
Nabil H – General cargo, Built 1981, 4,196 dwt
Date of Casualty 12 September 2013
Voyage Bushire, Iran to Shuwaikh, Kuwait / Adabiya, Egypt to Ajman UAE
Cargo Reefer cargo / Unknown
Type of Casualty Collision off Shuwaikh.
Type of Claim Collision damage claim



Superfast 2/Mein Schiff 2

Superfast 2 – Passenger ro/ro, Built 2009, 8,500 dwt
Mein Schiff 2 – Cruise ship, Built 1997, 6,500 dwt
Date of Casualty 12 September 2013
Voyage Bari, Italy to Patras, Greece / Bari, Italy to Kerkyra, Corfu

Cargo n/a
Type of Casualty Allision in the port of Bari, when the *Superfast 2* broke free of her moorings.
Type of Claim Allision damage claim

Merkur 1

General cargo vessel, Built 1974, 2,330 dwt
Date of Casualty 13 September 2013
Voyage Istanbul, Turkey to Tripoli, Libya and Lebanon
Cargo Timber, iron and vehicles
Type of Casualty Grounding near Kos Island, Greece. The vessel was refloated with tug assistance.
Type of Claim Possible salvage claim and/or General Average declaration

Captain Omar

General cargo, Built 1975, 3,739 dwt
Date of Casualty 14 September 2013

Voyage Constantza, Romania, to Damietta, Egypt
Cargo Unknown
Type of Casualty Engine failure while transiting the Bosphorus. The vessel dropped anchor and was towed by local tugs to Istanbul for repairs.
Type of Claim Salvage claim by Coastal Safety Authority and/or General Average declaration

Al Riyadh/Yasmine

Al Riyadh – Passenger ro/ro, Built 2008, 6,203 gt
Yasmine – Fishing vessel – other details unknown
Date of Casualty 15 September 2013
Voyage Hurgada to Dhuba, Egypt
Cargo n/a
Type of Casualty Collision causing the fishing vessel to sink. Two crew died in the collision and five others are missing.
Type of Claim Collision damage and loss of life claim

Sima Sapphire/TG 92819 TS

Sima Sapphire – Fully cellular containership, Built 2006, 20,291 dwt
TG 92819 TS - Fishing vessel, no other details
Date of Casualty 16 September 2013
Voyage HCM City, Vietnam to Port Klang, Malaysia
Cargo General containerised cargo
Type of Casualty Collision off the coast of Vung Tau causing the fishing vessel to sink. Eight crew members are missing.
Type of Claim Collision damage and loss of life claim

Scan Fjord

General cargo with container capacity, Built 1981, 3,319 dwt

CASUALTY FOLLOW-UP

Vale Indonesia – edition 26 – the vessel remains in Ponta de Madeira and is undergoing further inspections to assess the extent of damage.

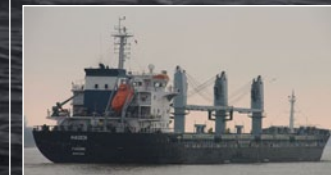
Pearl of Para – edition 26 – repairs have been completed. She is expected to depart Fremantle shortly after loading additional fodder.

Nordvik – 1800 tons of diesel oil were transferred from the Nordvik to another tanker and both vessels are now being escorted by an icebreaker.

Date of Casualty 16 September 2013
Voyage Trondheim to Namsos, Norway
Cargo 52.5 m³ of steel rebars
Type of Casualty Water ingress following damage to the hull. Temporary repairs and dewatering have been carried out.
Type of Claim Hull damage claim and cargo damage

Siranger

General cargo with container capacity, Built 1991, 17,012 dwt
Date of Casualty 16 September 2013
Voyage Koper to Istanbul
Cargo Unknown
Type of Casualty Engine failure in the Canakkale Strait. A tug attended whilst the crew carried out temporary repairs.
Type of Claim Possible salvage claim by the Coastal Safety Authority



Hagen

Bulk carrier, Built 2009, 16,825 dwt
Date of Casualty 17 September 2013
Voyage Chimbote, Peru to Bremen, Germany
Cargo Peruvian steam dried fishmeal
Type of Casualty Vessel immobilised 700 nm south west of the Azores. Tsavlis Salvage have been contracted under LOF and have dispatched the AHTS *Uranus* to the casualty's location.
Type of Claim Salvage claim and possible General Average declaration