

Roose + Partners

Casualty Newsletter 271

6th June 2018

FEATURE CASUALTY

YM Efficiency

Fully cellular containership, IMO 9353280, Built 2009, 52,773 dwt

Date of Casualty 31 May 2018

Voyage Kaohsiung, Taiwan to Port Botany, Australia

Cargo General containerised cargo

Type of Casualty Container loss

Type of Claim Damage and loss of cargo and containers, clean-up operations

P&I Britannia

Maritime Authorities in Australia issued an alert to shipping after the fully loaded containership *YM Efficiency* suffered a collapsed stow and lost some 83 containers overboard whilst in the Tasman Sea off the coast of New South Wales on 31 May 2018. Click [here](#) for video.

The 2009 built *YM Efficiency*, which was enroute from Kaohsiung to Port Botany with 3,077 teu on board encountered rough seas and heavy swells whilst she was some 15 nm off Newcastle, Australia. The containers stacks stowed forward of the accommodation block shifted and 83 forty foot containers fell overboard from both port and starboard sides. A further 30 containers which

remained on board were damaged and some were hanging precariously over the side of the vessel with many badly crushed.

The containers which were lost were carrying goods ranging from nappies to furniture, chips and fizzy drinks. Most of the containers are thought to have sunk but debris from the accident, including sanitary products, surgical masks and nappies, has been washing up on the beaches north of Sydney since. Volunteers have been assisting with the collection and disposal of the sodden cargo with concern being raised for the impact on wildlife in the area which may ingest the products. The vessel's operators Yang Ming Line have apologised and promised to take steps to minimise the impact on the environment. Members of the public were asked to report any sightings of the containers to AMSA.

The vessel was held off Sydney whilst authorities sought information regarding the affected containers remaining on board to ensure they were not carrying dangerous goods. She was finally allowed into the port today, docking at 0930 hours local time.

It is estimated that some 10,000 shipping containers are lost overboard every year.



NEW CASUALTIES

Theseus

Fully cellular containership, IMO 9728954, Built 2016, 131,600 dwt

Date of Casualty 19 May 2018 - Very Late Notification

Voyage Jeddah, Saudi Arabia, to Colombo, Sri Lanka

Cargo General containerised cargo

Type of Casualty Collapsed stow and loss of containers in Gulf of Aden during poor weather.

Type of Claim Loss and damage to containers and cargo

P&I Swedish Club



Avior

Fishing vessel, No other details

Date of Casualty 25 May 2018 - Late Notification

Type of Casualty Capsized off Mahim Bay, India. Smit Singapore were been contracted to salvaged the vessel which has been converted into a bar and hotel.

Type of Claim Hull claim

MRC Hatice Ana

Combined chemical and oil tanker, IMO 9536935, Built 2011, 6,131 dwt

Date of Casualty 25 May 2018 - Late Notification

Voyage Agioi Theodoroi, Greece to Hamburg, Germany

Cargo 2,670 m/t of paraffin

Type of Casualty Disabled after engine failure in the Atlantic off Portugal/Spain coast. Vessel sought shelter at La Coruña where she effected repairs.

Type of Claim Possible General Average declaration

P&I North of England



Barlovento Primero

Dredger, IMO 5299486, Built 1962, 468 dwt

Date of Casualty 30 May 2018

Type of Casualty Capsized and sank in the Bay of Biscay at the entrance of Suanes port, west of Santander, Spain, whilst carrying out dredging operations. The crew of three were rescued. Salvors plan to remove the fuel. Click [here](#) for video.

Type of Claim Total loss and wreck removal operation

P&I Carina



Destiny

Bulk carrier, IMO 9565716, Built 2010, 29,229 dwt

Date of Casualty 29 May 2018 - Late Notification

Voyage Ho Chi Minh City, Vietnam to Cienfuegos, Cuba

Cargo 28,000 m/t of vietnamese white rice

Type of Casualty Ran aground whilst entering Cienfuegos port. The vessel was under control of a local pilot. The vessel was refloated on 30 May 2018 with tug assistance. Click [here](#) for video.

Type of Claim Possible salvage claim

P&I London Club

Paray

Ferry, IMO 8827129, Built 1984, 162 gt

Date of Casualty 30 May 2018

Type of Casualty Suffered a serious fire whilst at Jagoh port, Linnga Archipelago,



Further casualties overleaf ▶

Indonesia. Passengers had already disembarked.

Type of Claim Fire damage claim

P&I Raets Marine

Kapitan Ponikarovskiy

Product tanker, IMO 7636614, Built 1979, 4,999 dwt

Date of Casualty 30 May 2018

Voyage St Petersburg, Russia to Muuga, Estonia

Cargo Loaded, no details

Type of Casualty Allided with berth 34 in St. Petersburg. The vessel suffered a breach in her bow section above the waterline. The vessel anchored at the Lesnoy Mole Anchorage for inspections and investigations.

Type of Claim Allision damage claim

Urter

Fishing vessel, IMO 7424762, Built 1974, 1,155 dwt

Date of Casualty 30 May 2018

Type of Casualty Ran aground at Storasund. The crew were able to refloat the vessel by carrying out ballasting operations.

Type of Claim Possible hull damage claim

P&I Gard



Roose + Partners

NEW CASUALTIES - Continued - edition (271)

Apostol San Andres

Fishing vessel, IMO 8621379, Built 1976, 512 dwt

Date of Casualty 30 May 2018

Type of Casualty Disabled 4.5 nm northwest of Cabo Ortegal. The vessel was towed to the port of Cariño by the *Salvamar Shaula*.

Type of Claim Possible salvage claim

Roschem-2

Chemical tanker, IMO 8862935, Built 1986, 2,754 dwt

Date of Casualty 30 May 2018

Voyage Samara to Kavkaz, Russia

Cargo 1,604 m/t of gas oil

Type of Casualty Grounded on the River Don. The tanker was refloated with tug assistance.

Type of Claim Possible salvage claim

Hilir Mas/Teluk Bintuni

Hilir Mas - Fully cellular containership, IMO 9672399, Built 2012, 8,180 dwt

Teluk Bintuni - Fully cellular containership, IMO 9551076, Built 2008, 6,792 dwt

Date of Casualty 30 May 2018

Voyage Dumai to Perawang, Indonesia / Jakarta to Perawang, Indonesia

Cargo General containerised cargo

Type of Casualty The vessel came into contact whilst at Perawang. The *Teluk Bintuni* was discharging cargo when she was struck by the *Hilir Mas*.

Type of Claim Collision damage claim

P&I No details / Raets Marine

Endeavour

Inland tanker, IMO 9562312, Built 2009, 2,552 ts

Date of Casualty 1 June 2018

Voyage Hansweert to Terneuzen, Netherlands

Cargo No details

Type of Casualty Suffered damage to its wheelhouse whilst on the Ghent-Terneuzen Canal.

Type of Claim Damage claim



Cape Nabil

Fully cellular containership, IMO 9436185, Built 2010, 23,550 dwt

Date of Casualty 1 June 2018

Voyage Yokohama to Kobe, Japan

Cargo General containerised cargo

Type of Casualty Collided with a tug off Shimoda, Japan.

Type of Claim Collision damage claim

P&I Standard Club



Sarocha Naree

Bulk carrier, IMO 9726449, Built 2017, 63,046 dwt

Date of Casualty 1 June 2018

Voyage Wilmington, USA to Immingham, UK

Cargo No details

Type of Casualty Ran aground off Bald Head Island in the Cape Fear River estuary whilst departing Wilmington. The vessel was refloated with tug assistance.

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

P&I Swedish Club

Balt Flot 4/Volgo-Don 151

Balt Flot 4 - Oil products tanker, IMO 9751913, Built 2016, 5,589 dwt

Volgo-Don 151 - General cargo vessel, IMO 8938332, Built 1972, 5,330 dwt

Date of Casualty 2 June 2018

Voyage St Petersburg to Vysotsk, Russia / St Petersburg to Moscow, Russia

Cargo 5,276 m/t of heavy fuel / 5,191 m/t of gravel

Type of Casualty The vessels collided on the Sheksna river. The *Volgo Don 151* then ran aground. She was refloated with tug assistance.

Type of Claim Collision and possible salvage claim

P&I Both entered with the Standard Club



Burhou I

General cargo vessel with container capacity, IMO 7726897, Built 1978, 953 dwt

Date of Casualty 2 June 2018

Voyage Belfast to Furnace, UK

Cargo 850 m/t of stone

Type of Casualty Suffered water ingress into the engine room and sought refuge at Campbeltown.

Type of Claim Possible General Average declaration

P&I Raets Marine

Turmalin

Water tanker, IMO 8724808, Built 1986, 3,226 dwt

Date of Casualty 3 June 2018

Type of Casualty Allided with a berth at Vladivostok causing significant damage to the quay.

Type of Claim Allision damage claim


NBA Van Gogh

Bulk carrier, IMO 9633109, Built 2013, 95,711 dwt

Date of Casualty 4 June 2018

Voyage Ust-Luga, Russia to Torres, Italy

Cargo Coal

Access all our previous casualty newsletters here 

Type of Casualty Suffered a fire in her cargo hold whilst offloading cargo at Torres Port, Sardinia.

Type of Claim Fire damage claim

P&I Standard Club

Nordic Nelly

Chemical tanker, IMO 9130808, Built 1997, 5,767 dwt

Date of Casualty 5 June 2018

Voyage Tees, UK to Rotterdam, Netherlands

Cargo 5,000 m/t of Benzene

Type of Casualty Suffered a loss of steering and was assisted by two tugs back to Tees.

Type of Claim Possible General Average declaration

P&I Skuld

Seajacks Hydra

Support vessel, IMO 9669093, Built 2014, 1,683 dwt

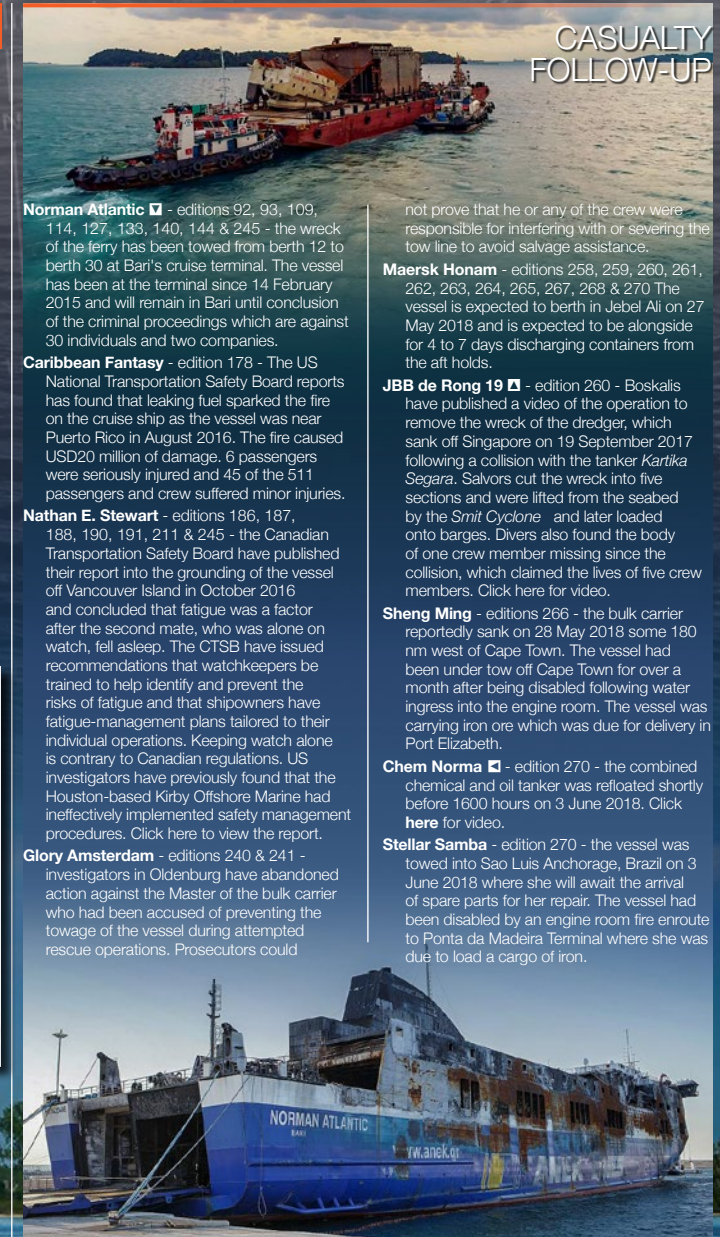
Date of Casualty 5 June 2018

Type of Casualty Disabled in the North Sea.

A tug was sent to stand-by and assist with possible towage if required.

Type of Claim Salvage type claim

P&I Standard Club



CASUALTY FOLLOW-UP

Norman Atlantic - editions 92, 93, 109, 114, 127, 133, 140, 144 & 245 - the wreck of the ferry has been towed from berth 12 to berth 30 at Bari's cruise terminal. The vessel has been at the terminal since 14 February 2015 and will remain in Bari until conclusion of the criminal proceedings which are against 30 individuals and two companies.

Caribbean Fantasy - edition 178 - The US National Transportation Safety Board reports has found that leaking fuel sparked the fire on the cruise ship as the vessel was near Puerto Rico in August 2016. The fire caused USD20 million of damage, 6 passengers were seriously injured and 45 of the 511 passengers and crew suffered minor injuries.

Nathan E. Stewart - editions 186, 187,

188, 190, 191, 211 & 245 - the Canadian

Transportation Safety Board has published

their report into the grounding of the vessel

off Vancouver Island in October 2016

and concluded that fatigue was a factor

after the second mate, who was alone on

watch, fell asleep. The CTSB has issued

recommendations that watchkeepers be

trained to help identify and prevent the

risks of fatigue and that shipowners have

fatigue-management plans tailored to their

individual operations. Keeping watch alone

is contrary to Canadian regulations. US

investigators have previously found that

the Houston-based Kirby Offshore Marine

had ineffectively implemented safety management

procedures. Click here to view the report.

Glory Amsterdam - editions 240 & 241 -

investigators in Oldenburg have abandoned

action against the Master of the bulk carrier

who had been accused of preventing the

towage of the vessel during attempted

rescue operations. Prosecutors could

not prove that he or any of the crew were responsible for interfering with or severing the tow line to avoid salvage assistance.

Maersk Honam - editions 258, 259, 260, 261,

262, 263, 264, 265, 267, 268 & 270 The

vessel is expected to berth in Jebel Ali on 27

May 2018 and is expected to be alongside

for 4 to 7 days discharging containers from

the aft holds.

JBB de Rong - edition 260 - Boskalis

have published a video of the operation to

remove the wreck of the dredger, which

sank off Singapore on 19 September 2017

following a collision with the tanker *Kartika*

Segara. Salvors cut the wreck into five

sections and were lifted from the seabed

by the *Smit Cyclone* and later loaded

onto barges. Divers also found the body

of one crew member missing since the

collision, which claimed the lives of five crew

members. Click here for video.

Sheng Ming - editions 266 - the bulk carrier

reportedly sank on 28 May 2018 some 180

nm west of Cape Town. The vessel had

been under tow off Cape Town for over a

month after being disabled following water

ingress into the engine room. The vessel was

carrying iron ore which was due for delivery in

Port Elizabeth.

Chem Norma - edition 270 - the combined

chemical and oil tanker was refloated shortly

before 1600 hours on 3 June 2018. Click

here for video.

Stellar Samba - edition 270 - the vessel was

towed into Sao Luis Anchorage, Brazil on 3

June 2018 where she will await the arrival

of spare parts for her repair. The vessel had

been disabled by an engine room fire enroute

to Ponta da Madeira Terminal where she was

due to load a cargo of iron.