

### FEATURE CASUALTY

## Formosa Falcon



Tanker, Built 2005, 70,426 dwt  
**Date of Casualty** 26 September 2013  
**Voyage** Jammager Terminal, India to Freeport, Bahamas  
**Cargo** 54,689.569 m/t of alkylate  
**Type of Casualty** Grounding at Freeport anchorage  
**Type of Claim** Wreck removal

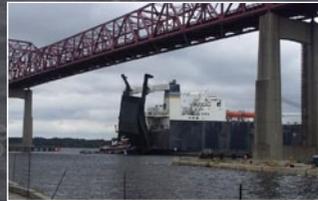
The product tanker *Formosa Falcon* was manoeuvring at the anchorage in Freeport, Bahamas on 26 September when she apparently came under the influence of westerly winds of 15 knots which forced the vessel aground. The vessel was altering her position within the anchorage due to concerns regarding the proximity of another vessel. Initial investigations confirmed the vessel, which was being held at her bow, remained watertight with no damage to her shell plating.

With concern for any possible pollution which may arise from the incident, the authorities have been taking an active interest in the casualty and have been in direct contact with the owners of the vessel to discuss possible salvage efforts. We understand that Svitzer Salvage have been contracted by the owners to provide

assistance on a commercial basis under a wreck-hire agreement rather than on standard salvage terms. Tugs have been deployed to the site and containment booms have been positioned to provide protection to the area in the event there is any release of pollutants.

Since the vessel grounded, Svitzer Salvage have made three attempts to refloat the vessel during periods of high water, combining deballasting and trimming techniques with towage by tugs and the assistance of the vessel's engines, but these efforts have been unsuccessful. We understand that the intention is now to lighten the vessel, by removing between 6 to 8,000 m/t of cargo. To that end, a lightering vessel *Alga* has been chartered and is expected to arrive at the casualty's location on Friday 4 October 2013. Whilst the vessel's hull was not damaged as a result of the grounding incident, there will no doubt be a concern that the vessel, which is unsupported at her stern and is subject to the tides and wave action, may suffer progressive damage which could compromise her structural integrity. Regular soundings of the vessel's tanks are being undertaken to ensure that the vessel's structural integrity remains intact and experts are in attendance to monitor her stability.

### NEW CASUALTIES



#### Harry L. Martin

Navy cargo ship  
**Date of Casualty** 26 September 2013  
**Voyage** Unknown  
**Cargo** In ballast  
**Type of Casualty** Allision with Matthew Bridge on the St. Johns River in Jacksonville, Florida causing significant damage to the bridge estimated in the region of USD10million. The vessel, which usually carries military vehicles, was empty and the tide was higher than normal.  
**Type of Claim** Allision damage claim

#### ST-306

General cargo, Built 1985, 451 dwt  
**Date of Casualty** 26 September 2013  
**Voyage** Unknown  
**Cargo** In ballast  
**Type of Casualty** Flooding to the engine room having been holed by an underwater obstacle whilst manoeuvring on the lower Amur River having just completed discharge operation. Two local tugs and a floating crane assisted in removing the vessel from the obstacle and she was towed to a safe anchorage. The vessel will be towed to Khabarovsk for repairs.  
**Type of Claim** Hull damage claim

#### Hantallar

General cargo, Built 1906, 777 dwt  
**Date of Casualty** 27 September 2013  
**Voyage** Canakkale for Tekirdag, Turkey  
**Cargo** In ballast  
**Type of Casualty** Grounding off Tekirdag causing structural damage and water ingress. The Coastal Safety Authority and a Coast Guard duty patrol boat attended the scene to provide

assistance.  
**Type of Claim** Possible hull damage claim and or salvage claim



#### Eifuku Maru No 18 /Jia Hui

*Eifuku Maru No 18* - General cargo vessel, Built 2011, 1,430 dwt  
*Jia Hui* - General cargo vessel, Built 2005, 5,195 dwt  
**Date of Casualty** 27 September 2013  
**Voyage** Nagoya to Ichikawa, Japan / Kawasaki, Japan, to Busan, South Korea  
**Cargo** Steel / Unknown  
**Type of Casualty** Collision 7 nm west of Izu Oshima Island, 100 km south of Tokyo, Japan leading to the capsizing and loss of the *Eifuku Maru No 18* and the death of six crew members. The officer on watch on board the *Jia Hui* has been arrested and questioned by police.  
**Type of Claim** Collision damage and loss of life claim

#### Kurobe

General Cargo With Container Capacity, Built 2010, 30,166 dwt  
**Date of Casualty** 27 September 2013  
**Voyage** Abu Dhabi, UAE to Singapore  
**Cargo** General containerised cargo  
**Type of Casualty** Explosion 400 nm off Mumbai leading to the death of a crew member.  
**Type of Claim** Loss of life and possible fire damage claim

#### Lilac

Fully cellular containership, Built 2005, 39,295 dwt  
**Date of Casualty** 28 September 2013

**Voyage** Chinese ports, Singapore, Cape Town, South Africa to Lagos, Nigeria  
**Cargo** General containerised cargo

**Type of Casualty** Fire in No. 6 cargo hold whilst at anchor waiting to discharge at Cape Town. The Master activated the vessel's CO<sub>2</sub> system and the vessel was brought into the port to enable local fire-fighters to assist. 65 deck containers were discharged to provide access to the hold and the burning container was removed. The vessel has since sailed for Lagos.

**Type of Claim** Cargo loss, smoke damage.



#### Anafarta

General cargo vessel, Built 1968, 762 dwt  
**Date of Casualty** 1 October 2013  
**Voyage** to Kartal to Sile, Turkey  
**Cargo** Sand  
**Type of Casualty** The vessel reported water ingress into her cargo holds whilst at the entrance to the Bosphorus, Black sea. To avoid sinking, the master took action and intentionally grounded the vessel.  
**Type of Claim** Possible salvage or wreck removal, General average declaration

#### Pavel Grabovskiy

General cargo vessel, Built 1979, 3,147 dwt  
**Date of Casualty** 1 October 2013  
**Voyage** Azov, Russia to Samsun, Turkey  
**Cargo** Wheat

### CASUALTY FOLLOW-UP

**Gladys** - edition 21 - grounded on 26 September whilst in the outer Chittagong anchorage. The vessel, which finally reached Chittagong after being towed from Malaysia after suffering water ingress on 31 July 2013, was refloated and is presently at anchor awaiting berthing clearance. Roose+Partners are appointed to represent part cargo interests on board.

**Sima Sapphire** - edition 27 - officers and crew are to be prosecuted in relation to the collision which left eight fishermen dead.

**Type of Casualty** Grounding in Azov port  
**Type of Claim** Possible hull damage and salvage claim

#### Viking Sun

Passenger/ cruise vessel  
**Date of Casualty** 1 October 2013  
**Voyage** Germany to Netherlands  
**Cargo** n/a  
**Type of Casualty** Allision with a pontoon on the Rhine at Gerstheim, Germany. The impact caused a 3m by 0.5m hole in the vessel's port side above the waterline and significant damage to the pontoon and loaders.  
**Type of Claim** Allision damage claim, passenger claims

#### Omega Livestock/Selay S

*Omega Livestock* - Livestock carrier, Built 1964, 1,556 dwt  
*Selay S* - Chemical tanker, Built 2008, 11,796 dwt  
**Date of Casualty** 1 October 2013  
**Voyage** Capu Midia Romania to Tartous Syria / Gebze to Aliaga, Turkey  
**Cargo** Livestock / In ballast  
**Type of Casualty** Collision in Marmara Sea off Sarkoy. Both vessels were reported to have suffered structural damage. Following an investigation and payment of local fines both vessels are expected to continue with their voyage today.

### LOF NEWS

A further 11 LOF Salvage contracts were reported to Lloyd's in the last quarter, giving a total number of LOF Salvage contracts for the year to date of 40, with 15 and 14 being agreed in the first and second quarters.