

FEATURE CASUALTY

Big Jake

Pusher tug, IMO 8851170, Built 1972, 182 dwt

Date of Casualty 2 December 2018

Voyage Unknown to Hingham, USA

Cargo Barges

Type of Casualty Loss of control of barges

Type of Claim Total loss claim and wreck removal

At 0930 hours on 2 December 2018 the Boston Coast Guard was contacted by the Captain of the pusher tug, *Big Jake*, to advise that two of five barges they were towing had broken free for the tug and were drifting in a position two miles south east of Nahant, Massachusetts, USA.

The US Coast Guard responded and the cutter *Key Largo* was deployed to provide assistance and escort the *Big Jake* to Hull Bay. Weather conditions at the time were stormy. Local tugs Smith Predator, Justice and Kandall J Herbery also responded to the emergency notice and proceeded towards the area and taking steps to try to secure the drifting barges. As the *Big Jake* was being escorted towards Hull Bay, a further two barges parted from

the tug. The three attending tugs were able to secure three of the four barges and they were brought to safety in Hull. However the fourth barge, which was carrying construction equipment including an excavator and a Winnebago caravan, 500 gallons of diesel fuel and 400 gallons of hydraulic oil was not secured and later capsized and sank off the Nahant Penninsular. The *Key Largo* remained near the barge's last known position and on Monday the Massachusetts State Police and Boston Harbour Pilots used sonar equipment to try to locate the barge.

The barges were heading to Hingham, two miles south east of Nahant where the equipment was to be used for a local dredging contract. The Port of Boston remains open, but traffic has been advised to stay clear of the North and South Boston Main Channels until further notice, and to proceed with caution around the port.



NEW CASUALTIES

River Wind

General cargo vessel with container capacity, IMO 8843666, Built 1990, 3,257 dwt

Date of Casualty 27 November 2018 – Late Notification

Voyage Rostov, Russia to Nemrut Bay, Turkey

Cargo 3,000 m³ of scrap metal

Type of Casualty Ran aground on the Azov-Don Ship Canal.

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



Wilf Seymour/Alouette Spirit

Wilf Seymour – Pusher tug, IMO 5215789, Built 1961, 442 gt

Alouette Spirit – Tank barge, IMO 8641537, Built 1969, 10,087 gt

Date of Casualty 27 November 2018 – Late Notification

Voyage Pointe Noire, Canada to Oswego, USA

Cargo Possible aluminium ingots

Type of Casualty The tug suffered steering gear failure 2.2 miles from Pont Saint-Louis on the Beauharnois Canal, Quebec and the barge ran aground. These two vessels were involved in a similar incident on 28 December 2017 (see editions 249, 250 and 261).

Type of Claim Possible hull damage salvage claim

Astrid Sofie

Fishing vessel, IMO 9782405, Built 2018, 431 gt

Date of Casualty 28 November 2018

Type of Casualty Suffered a fire and after extinguishing efforts were unsuccessful

the vessel sank off the island of Røvær, northwest of Haugesund. The crew were rescued by the Norwegian Coast Guard vessel *Sortland*.

Type of Claim Total loss claim

Baku

General cargo vessel with container capacity, IMO 8811390, Built 2001, 18,846 dwt

Date of Casualty 28 November 2018

Voyage Constantza, Romania to Casablanca, Morocco

Cargo Laden, no details

Type of Casualty Suffered engine failure transiting the Istanbul Strait passage at Anadolu Kavagi point. Coastal Safety tugs attended and the vessel was taken to a safe anchorage to effect repairs.

Type of Claim Salvage type claim and/or General Average declaration

Federal Mayumi

Bulk carrier, IMO 9529578, Built 2012, 35,300 dwt

Date of Casualty 28 November 2018

Voyage Montreal, Canada to Edwards Cove, USA

Cargo No details

Type of Casualty Allided with the Beauharnois locks in the St. Lawrence Seaway, Quebec.

Type of Claim Allision damage claim

P&I UK Club

Pongoma

Fishing vessel, Built 1985, 25 dwt

Date of Casualty 29 November 2018

Type of Casualty Driven aground on the Volgo-Balt Canal during bad weather. Tugs were deployed to assist.

Type of Claim Possible hull damage and salvage claim

Norlland

General cargo vessel with container capacity, IMO 9358278, Built 2006, 7,869 dwt

Date of Casualty 29 November 2018

Voyage Rotterdam, Netherlands to Klaipeda, Lithuania

Cargo No details

Type of Casualty Suffered a blackout whilst transiting the Kiel Canal. The vessel was assisted by tugs into Brunsbüttel where she underwent repairs.

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

P&I Gard

Prince Hadi/Amorgos

Prince Hadi – Bulk carrier, IMO 9125217, Built 1997, 26,412 dwt

Amorgos – Bulk carrier, IMO 9646716, Built 2013, 36,063 dwt

Date of Casualty 29 November 2018

Further casualties overleaf

Voyage Novorossiysk, Russia to Beirut, Lebanon / Moored at Novorossiysk.

Cargo No details

Type of Casualty The *Amorgos* collided with the *Prince Hadi* at the Novorossiysk anchorage. Reports suggest the weather was poor and the *Amorgos* dragged her anchor and drifted into the *Prince Hadi*.

Type of Claim Collision damage claim

P&I MS Amlin / Gard



Wasa Express

Passenger ro-ro, IMO 8000226, Built 1981, 4,150 dwt

Date of Casualty 29 November 2018

Type of Casualty The vessel encountered stormy seas whilst heading to Umeå,



Roose + Partners

NEW CASUALTIES - Continued - edition (297)

Finland. A truck broke loose hitting other vehicles and forcing the vessel to return to Vaasa, Finland. No passengers were injured.

Type of Claim Damage claim

P&I Skuld

Cruise Aousonia

Passenger cruise ship, IMO 9227429, Built 2002, 6,578 dwt

Date of Casualty 29 November 2018

Type of Casualty Allided with the quay at the port of Igoumenitsa during mooring operations. The ferry suffered a one metre breach on her starboard side above the waterline. All 236 passengers were disembarked safely. The vessel was on route from Ancona to Patras with a stopover in Igoumenitsa.

Type of Claim Hull damage and possible passenger claims

P&I Standard Club



Idar Ulstein

Lifeboat, Built 2015

Date of Casualty 29 November 2018

Type of Casualty Grounded at Grytastranda in Kvernhusvika near Ålesund, Norway. Two of the three crew were injured from the impact and a shore installation was damaged.

Type of Claim Hull damage and allision claim

Lady Maria/Azov Concord

Lady Maria – General cargo vessel with container capacity, IMO 8500070, Built 1985, 3,650 dwt

Azov Concord – General cargo vessel with container capacity, IMO 9387748, Built, 8,975 dwt

Date of Casualty 30 November 2018

Type of Casualty Whilst manoeuvring in the Kerch Strait the vessel contacted the anchor chain of the *Azov Concord* and suffered damage to her propeller.

Type of Claim Collision damage claim

P&I No details / West of England



Krysshholm

General cargo vessel, IMO 9579468, Built 2011, 4,284 dwt

Date of Casualty 30 November 2018

Voyage Frederiksvaerk, Denmark to Kaliningrad,

Cargo No details

Type of Casualty Disabled in the Baltic sea southwest of Bornholm island. The vessel was able to anchor off the northeast tip of Bornholm and was later assisted by a tug and towed to Svendborg, Denmark.

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

P&I Hydor AS

Kasra-1

General cargo vessel, IMO 8888848, Built 1981, 2,858 dwt

Date of Casualty 1 December 2018

Voyage Aktau, Kazakhstan to Makhachkala, Russia

Cargo No details

Type of Casualty Draggd at anchor and drifted aground at Makhachka during bad weather. Salvage operations are being impacted by ongoing poor weather.

Type of Claim Possible hull damage and salvage claim

Pal 3/Shilaynyay

Pal 3 – Pusher tug, IMO 9097434, Built 1969, 655 gt

Shilaynyay – Barge, No other details

Date of Casualty 1 December 2018

Voyage Azov to Kavkaz, Russia

Cargo 3,760 m/t of wheat

Type of Casualty The tug lost control of the barge in the Azov sea during poor weather and the barge drifted aground near Point Kamenny.

Type of Claim Hull damage and salvage claim

Serband Samudra I

Passenger ro-ro, No other details

Date of Casualty 2 December 2018

Type of Casualty Caught fire in the Java Sea five hours after departing Surabaya, Java. The ferry, which was bound Banjarmasin, Kalimantan and had 148 people on board, was abandoned and left to drift. Three people are missing.

Type of Claim Total loss and loss of life claims

Inzhener Trubin

General cargo vessel with container capacity, IMO 8502080, Built 1998, 7,049 dwt

Date of Casualty 3 December 2018


Voyage Sabetta to Anchangel, Russia

Cargo None

Type of Casualty Suffered a fire whilst at Anchangel, Russia. Local fire-fighters attended. One crew member suffered from smoke inhalation.

Type of Claim Fire damage and possible salvage claim

P&I West of England

Access all our previous casualty newsletters here 

IN OTHER NEWS

The Supreme Court has today handed down a decision providing much needed clarity on who has the burden of proof in cargo claims. When cargo arrives damaged, the burden rests with the Carrier to demonstrate they have not been negligent in their obligation to care for the cargo pursuant to Article III Rule 2 of The Hague/Hague Visby Rules. Look out for our more detailed review of the decision and if you need further information, please contact Charlotte Gale.

Euroferry Malta

Ro-ro, IMO 9108556, Built 1995, 11,164 dwt

Date of Casualty 4 December 2018

Voyage Porto-Torres, Sardinia to Genoa, Italy

Cargo Vehicles and trailers

Type of Casualty Disabled and drifting off the west coast of Corsica. Tug *Abeille Flandre* was despatched from Marseille to assist. The vessel was able to limp into Genoa yesterday at 1950 hours.

Type of Claim Commercial towage

P&I North of England

Stelvio

Self-propelled barge, 998 ts

Date of Casualty 5 December 2018

Voyage Breskens to Sas van Gent, Netherlands

Cargo No details

Type of Casualty Allided with a quay on the Gent-Terneuzen Canal. The cargo hold was flooded. Tugs are on site.

Type of Claim Allision damage claim

CASUALTY FOLLOW-UP



Southern Phoenix – editions 215, 216, 223, 225, 248, 285 & 294 – Salvors Pacific Towing PNG Ltd are continuing their work to remove the wreck from Suva Harbour and expect to complete the operation by the end of January 2019. Salvors are concentrating their efforts on removal of the cargo from inside the hull. The wreck is lying in 11 metres of water some 140 meters south of the Southern end of the Kings Wharf in Suva.

Atina – editions 294, 295 & 296 – the tanker arrived at Elefsis, Greece on 29 November 2018 where she is expected to undergo repairs. Her cargo of crude oil was transhipped to the tanker *Donat*.

Helge Ingstad – editions 294, 295 & 296 – Norwegian authorities have released a preliminary report into the collision with the tanker *Sola TS*. The frigate entered the Hjeltefjord heading south and was proceeding at approximately 20 knots with its navigation lights on but her Automatic Identification System (AIS) transponder was set to receive only mode and she was therefore not transmitting her own position. The crew noted the presence of a what Authorities believe the crew thought was a static structure off the Sture terminal which was heavily illuminated, this was the tanker.

The *Sola TS* had radioed the Fedje VTS to enquire about a vessel sailing without its AIS and made contact with the frigate's crew warning of the risks of the collision. The frigate's crew advised they were unable to turn as requested by the *Sola TS* because they believed they would collide with the static structure, which was in fact the tanker. The collision occurred shortly after a change of watch and is thought to have significantly contributed to the obvious confusion. Questions will be raised regarding the sense of a shift change in a very clear busy shipping lane. Investigators have also raised concerns regarding the design and watertight integrity of the Nansen-class frigates.

MSC Katyayni – edition 295 – permanent repairs to the containership have been completed in Tuzla. The vessel was damaged on 19 November 2018 after alliding with a pier during berthing manoeuvres at Yilport Gebze Terminal.

Vantage Key – edition 295 & 296 – has arrived off Chittagong under tow but remains outside territorial waters. Owners of the vessel have declared General Average and Marine Adjusting Solutions in Piraeus, Greece have been appointed as GA Adjusters. Roose+Partners are instructed to represent cargo interests.

