

Roose + Partners

Casualty Newsletter 303

16th January 2019

FEATURE CASUALTY

Antea/Star Centurion

Antea – Chemical tanker, IMO 9250153,
Built 2002, 40,094 dwt

Star Centurion – Cable layer, IMO 9241712,
Built 2002, 13,360 dwt

Date of Casualty 13 January 2019

Voyage Singapore to Ambon, Indonesia /
n/a

Cargo No details

Type of Casualty Collision

Type of Claim Collision damage and LOF
salvage claim

P&I Gard / Shipowners Club

In the morning of 13 January 2019 the tanker *Antea* and cable layer *Star Centurion* were in collision at the eastern end of the Singapore Strait near Tanjung Berakit, Indonesia some 10 nm north of Bintan Island, part of the Riau Islands. Click [here](#) for the track.

At 0630 hours local time the Pertamina operated tanker, *Antea*, which was bound for Ambon in Indonesia, collided with the *Star Centurion* on her port side amidships, puncturing a hole in the hull and causing massive water ingress. The cable layer, which had been anchored in the in the Horsburgh OPL zone since early January 2019, took on a heavy list and looked certain to capsize.

The crew of both vessels immediately reported the collision to the Information Fusion Center (IFC) in Singapore. The Singapore Authorities immediately dispatched a rescue team to the area. The Indonesian Navy also diverted a number of their vessels although they were not close enough to immediately participate in the rescue operation. The 22 strong crew of the pipe layer were safely evacuated from the vessel which eventually capsized and is almost completely submerged. The *Antea* was damaged at her bow and moored in Singapore waters. The Navy's *KRI Pulau Rusa*, *KRI Surik* and *KRI Anakonda* remain on site to prevent other vessels from coming close to the pipe layer.

Smit Singapore Pte Ltd have been contracted to save the *Star Centurion* under the terms of an LOF salvage contract. The Indonesian flagged anchor handling vessels *Pacific Valor* and *Swiber Anna*, operated by the Singapore-based Swire Pacific Offshore and Vallianz Offshore Marine, who are also the operators of the *Star Centurion*, are stationed at the site. An investigation into the collision is underway.



NEW CASUALTIES



Forever Lucky ▣

Cruise ship, No other details

Date of Casualty 7 January 2019 – Late
Notification

Type of Casualty Ran aground in the
Sulu sea off Palawan province in the
Philippines. The vessel was being towed
to General Santos for dry-docking when
the tow line parted and she was pushed
into the shallows.

Type of Claim Hull damage and salvage
claim

Xander

Pusher tug, Built 1969, 18 gt

Date of Casualty 9 January 2019

Type of Casualty Suffered a fire whilst on
the Albert Canal in Lummern, Netherlands
pushing barges loaded with cement.

Type of Claim Fire damage claim

Novalja ▣

Ferry, IMO 9017305, Built 1991, 458 gt

Date of Casualty 9 January 2019

Type of Casualty Allided with the
breakwater in Zadar, Croatia. The
catamaran had 18 passengers and
a crew of eight. Two people, a crew
member and passenger, suffered injuries.
Reports suggest the vessel suffered a
loss of steering.

Type of Claim Allision damage and injury
claims

P&I North of England



Koegelwieck

Ferry, IMO 9035527, Built 1992, 70 dwt

Date of Casualty 9 January 2019

Type of Casualty Grounded in the Wadden
Sea, south of Terschelling. The vessel,
which had 82 passengers and six crew
members on board, was refloated the
same day with assistance from three
tugs.

Type of Claim Possible hull damage and
salvage claim

P&I MS Amlin



JSW Salem ▣

Bulk carrier, IMO 9537721, Built 2012,
176,217 dwt

Date of Casualty 10 January 2019

Voyage Baltimore, USA to Inix, India

Cargo 120,000 m/t of coal

Type of Casualty Ran aground about 2.5
miles east of Virginia Beach. The vessel
refloated by her own means later the
same day and anchored for survey.

Type of Claim Possible hull damage

P&I Japan Shipowners

Wikanda Naree

Bulk carrier, IMO 9353682, Built 2013,
53,000 dwt

Date of Casualty 10 January 2019

Voyage Chornomorsk to

Cargo Loaded, no details

Type of Casualty Suffered damage during
manoeuvres to depart Chornomorsk
port. The cargo was discharged before
the vessel entered dry-dock for repairs.

Type of Claim Hull damage claim

P&I Skuld

Agustí Bondia

Fishing vessel, Built 1994, 18 gt

Date of Casualty 11 January 2019

Type of Casualty Disabled 8 nm off the
port of Tarragona, Spain. The vessel was
towed into Tarragona by the *Salvamar
Fomalhaut*.

Type of Claim Possible salvage claim

Koeta

LPG carrier, IMO 9189017, Built 1999,
3,451 dwt

Date of Casualty 11 January 2019

Voyage Ulsan, Korea to China

Cargo No details

Type of Casualty Suspected of being
involved in a collision with a fishing vessel
off the southern coast of South Korea
in the East China sea, 40 nm south of
Yokji Island, Tongyeong. Five crew from
the fishing boat died whilst nine were
rescued.

Type of Claim Collision claim

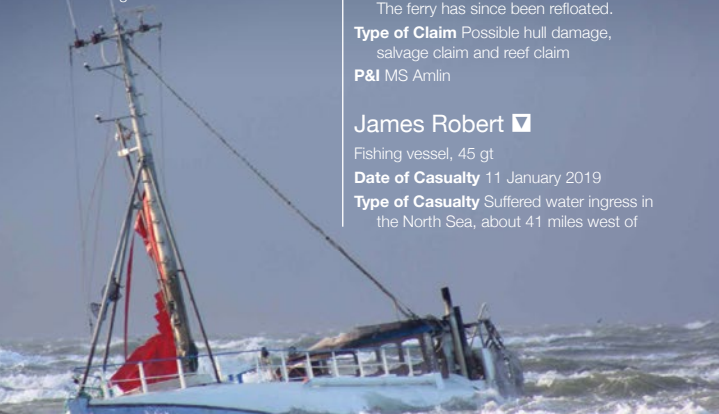
P&I Steamship Mutual

Tarmo II

Yacht, Built 2007, 66 gt

Date of Casualty 11 January 2019

Type of Casualty Suffered a fire whilst in
the port of Strande in the Kiel Bight.
Local fire-fighters attended.



[Further casualties overleaf ▸](#)

Type of Claim Fire damage and salvage
claim

Trinidad Trader

Fully cellular containership, IMO 9675808,
Built 2015, 13,750 dwt

Date of Casualty 11 January 2019

Voyage to Puerto Cortés, Honduras

Cargo General containerised cargo

Type of Casualty Allided with barriers at
Puerto Cortés, Honduras during berthing
manoeuvres. Click [here](#) for video..

Type of Claim Allision damage claim

P&I North of England



Sangke Palangga ▣

Ferry, IMO 8738419, Built 2007, 172 dwt

Date of Casualty 11 January 2019

Type of Casualty Grounded on a reef in the
Flores sea near Marapokot port in East
Nusa Tenggara, Indonesia. The ferry had
83 passengers and 28 crew on board.
The ferry has since been refloated.

Type of Claim Possible hull damage,
salvage claim and reef claim

P&I MS Amlin

James Robert ▣

Fishing vessel, 45 gt

Date of Casualty 11 January 2019

Type of Casualty Suffered water ingress in
the North Sea, about 41 miles west of

Roose + Partners

NEW CASUALTIES - Continued - edition 303

Holmsland Klit. The crew were evacuated by helicopter. The vessel remained afloat and her crew tried to bring her back to Esbjerg but the vessel then caught fire. She later drifted ashore and partially sank off the west beach of Fanø island.

Type of Claim Hull, fire damage and salvage claim

Petkum

Fully cellular containership, IMO , Built 2008, **Date of Casualty** 14 January 2019

Voyage Helsinki, Finland to Bremerhaven, Germany

Cargo General containerised cargo

Type of Casualty Suffered engine failure and struck the embankment in Oldenbüttel. The vessel was pulled free by the tug *Wulf 7* and taken to the Ostermoor Oil Terminal in Brunsbüttel for survey.

Type of Claim Commercial tug claim

P&I West of England



City of St Petersburg

Vehicle carrier, IMO 9473456, Built 2010, 5,000 dwt

Date of Casualty 14 January 2019

Voyage Grimsby, UK to Emden, Germany

Cargo Vehicles

Type of Casualty Allided with a lock in Emden whilst manoeuvring to enter the port.

Type of Claim Allision damage claim

P&I Japan Shipowners

Isabel

Tank barge , Built 1961, 1,455 ts

Date of Casualty 14 January 2019



Voyage n/a

Cargo None

Type of Casualty Suffered an explosion and fire whilst moored in Dordrecht.

Type of Claim Fire damage claim

Tresfjord

Ferry, IMO 9008794, Built 1991, 200 dwt

Date of Casualty 14 January 2019

Type of Casualty Broke loose from its moorings at Trondheim during to stormy weather. The vessel was pushed back to her berth by a fire brigade vessel.

Type of Claim Possible salvage claim

Francisca

Self-propelled barge, 2,499 ts

Date of Casualty 14 January 2019

Voyage Duisburg to Iversheim, Germany

Cargo 2,400 m³ of coal

Type of Casualty Grounded on the Rhine near Oestrich-Winkel. The vessel was refloated after lightening 450 m³ of cargo. Further dredging work was later required to clear the channel.

Type of Claim Salvage claim



Wardeh

Livestock carrier, IMO 7708285, Built 1978, 3,516

Date of Casualty 15 January 2019

Type of Casualty Dragged at anchor and grounded off Mersin, Turkey. The vessel was free of cargo and was due to be sold.

Type of Claim Hull damage and salvage claim



Access all our previous casualty newsletters here

LOF NEWS

See today's feature

Atlantic Peach – edition 302 – Lloyd's Salvage Arbitration Branch have confirmed that the assistance provided to the vessel was rendered under the terms of an LOF Salvage contract.

Rix Emerald

General cargo vessel with container capacity, IMO 9116802, Built 1995, 3,001 dwt

Date of Casualty 15 January 2018

Voyage Aarhus to Landskrona, Sweden

Cargo In ballast

Type of Casualty Ran aground whilst approaching Landskrona. The Swedish Transport Agency and the Coast Guard must approve the salvage plan as it is within port limits.

Type of Claim Possible hull damage and salvage claim

P&I Hansaeric

Empire

Fully cellular containership, IMO 9387425, Built 2009, 19,800 dwt

Date of Casualty 16 January 2019

Voyage Hamburg, Germany to Gdynia, Poland

Cargo General containerised cargo

Type of Casualty Allided with the southern lock on the Kiel Canal in Brunsbüttel. The vessel was permitted to continue.

Type of Claim Allision damage claim



CASUALTY FOLLOW-UP

Maersk Honam – editions 258, 259, 260, 261, 262, 263, 264, 265, 267, 268, 270, 271, 274 & 283 – the fire damaged vessel has been cut into two parts at the Drydock World Dubai in the UAE and Maersk have advised the sound section from midship to stern, being 228.5 metres long, will be transported aboard the heavy-lift vessel *Xin Guan Hua* to Hyundai Heavy Industries where the containership will be rebuilt. The transport will commence in February and work will commence in March 2019. The rebuilt vessel is expected to resume service again in the second half of 2019.

KNM Helge Ingstad – editions 294, 295, 296, 297, 298, 299 & 302 – the sheerleg *Rambiz* arrived back on site on 10 January 2019 and preparatory work was able to recommence following an improvement in the weather. Two lifting chains are being pulled into place under the vessel's hull.

Rila – editions 298 – the vessel which suffered an intermediate shaft failure whilst en route to Poland is being towed across the Atlantic to Gdansk by the tug *Terasea Hawk*. The tug and tow departed the port of refuge Salvador on 3 January 2019 and are expected to arrive towards the end of February 2019.

Atlantic Voyager – edition 301 – the vessel, which suffered engine failure of the coast of Durban on 31 December 2018 entered drydock in Durban on 11 January 2019.

Pure Liner 2 – edition 301 - on 14 January 2019 the vessel was successfully raised in

Niehl Port in Cologne. Two sheerlegs, the *Hebeo-Lift 6* and *Hebeo-Lift 6*, were involved in the operation which is expected to cost several hundred thousand Euros.

Yantian Express – editions 301 & 302 – Hapag Lloyd have confirmed that all the cargo stowed on deck in Bay 12 and forward has been directly affected by the fire with cargo in Hold Nos. 1 & 2 having suffered fire, smoke and/or damage caused by firefighting water. The reefers in Bays 1 to 24 were also without power but reefers in all other bays remain with power. The containership is presently under tow of the *Maersk Mobiliser* and preliminary expectations are that the port of refuge will be Halifax but this remains under review. Occasional fire-fighting and boundary cooling is continuing.

Northguider – editions 301 & 302 – Ardent Global have completed the removal of the diesel on board the grounded fishing vessel. 332 m³ of diesel was pumped onto the Norwegian Coastguard vessel *Svalbard*. The operation was completed without issue. Work continues to remove other pollutants including engine oil, paints and all plastics.

Sincerity Ace – editions 301 & 302 – the fire damaged vessel was taken in tow by the *Koyo Maru*, operated by Nippon Salvage. The vessel is to be towed back to Japan and is expected to arrive on 25 January 2019.

Louise Auerbach – edition 302 – on 9 January 2019 the vessel departed the North

Port in Kiel after completion repairs and continued her voyage to Kingston, Jamaica, where she is expected to arrive on 24 January 2019. A faulty speed log was found to be the cause of the grounding.

Aulac Fortune – edition 302 – the body of one of the missing crew members has been located near the coast of Lantau Island. The search for one more unaccounted crew member was still ongoing. The tanker has suffered damage to a least three of her cargo holds and her main deck but is reported as stable.

Qezban – edition 302 – on 10 January 2019 the vessel was towed to Sevketiye Anchorage for investigations into the cause of the fire. A fine has also been imposed on the vessel for breaching the safe passage regulations.

MSC Zoe – editions 302 – the damaged containers on board the mega containership have now been offloaded at the port of Bremerhaven. Port Authority officials are now inspecting the vessel to ascertain the extent of any damage and whether she is able to resume her voyage with her remaining cargo unaffected. Work to locate and remove debris from the estimated 1,200 m³ of cargo which fell overboard, continues.

