

Roose + Partners

Casualty Newsletter 304

23rd January 2019

FEATURE CASUALTY

Maestro/Candy

Maestro – LPG tanker, IMO 8810700, Built 1990, 4,811 dwt

Candy – LPG tanker, IMO 9005479, Built 1992, 4,444 dwt

Date of Casualty 21 January 2019

Voyage Operating locally / Temryuk, Russia to Lebanon

Cargo Liquefied petroleum gas

Type of Casualty Explosion and fire

Type of Claim Fire damage, possible salvage and loss of life claims

P&I No details for either vessel

At 1800 hours on 21 January 2019 an explosion occurred on board two tankers which were anchored in the Kerch Strait carrying out a ship to ship transfer operation.

According to news reports the two tankers, the 1990 built *Maestro* and the 1992 built *Candy* (ex-*Venice*) were engaged in the transfer of a cargo of liquefied petroleum gas (LPG) when a huge explosion ripped through both vessels causing both to catch fire. The vessels were anchored some 15 nm off Cape Takil in the Crimea. The area is known for being used by vessels operating illegal transfers to avoid the present international sanctions which are in place on Crimea and Russia. Cargo is carried from a sanctioned port on one vessel into International waters and then transferred onto another vessel in order to avoid sanctions. Neither of the tankers' AIS were in operation at the time of the explosion. The *Candy* had left Temryuk, Russia on 20 January 2019 with Lebanon as her destination.

The *Candy* was reported to have a crew of 17 on board, being Turkish and Indian nationals. The *Maestro* had a crew of 14 on board, also made up of Turkish and Indian nationals. At least 14 of the combined crews have been killed according to the Russian Transport Ministry but the death toll is expected to rise with five of the crew having jumped into the sea to escape the subsequent explosions and raging fire. They are thought to have drowned. Twelve of the crew have been rescued. Click [here](#) and [here](#) and [here](#) for videos.

OFAC reports that both vessels have been involved in the delivery of LPG to Syria between 2016 and 2018. Both sail under the flag of Tanzania and their owners, Maestro Shipping and Milano Shipping are operated from the same PO box office in Anguilla.



NEW CASUALTIES



Murueta ▣

General cargo vessel, IMO 9567269, Built 2012, 7,850

Date of Casualty 16 January 2019

Voyage Bobaire, Netherlands Antilles to Point Lisas, Trinidad and Tobago

Cargo 7,297 m³ of salt

Type of Casualty Allided with the quay whilst berthing at Sociedad Palermo, Barranquilla. The vessel suffered damage to her port side and lost her forward port-side anchor which was torn off. Click [here](#) for video.

Type of Claim Allision damage claim

P&I Gard

Eiltank 9 ▣

Tank barge, Built 1959, 1,316 ts

Date of Casualty 16 January 2019

Voyage Speyer to Gernersheim, Germany

Cargo No details

Type of Casualty Allided with two floating piers, used from river cruise ships, whilst transiting the Rhine after reportedly suffering rudder failure.

Type of Claim Allision damage claim



Bore Bank ▣

Vehicle carrier, IMO 9160774, Built 1998, 6,165 dwt

Date of Casualty 17 January 2019

Voyage Kotka, Finland to Rostock, Germany

Cargo No details

Type of Casualty Ran aground whilst approaching Rostock. The vessel was refloated with tug assistance. She was not reported as damaged.

Type of Claim Refloating costs

P&I Gard



Priboy ▣

Pusher tug, IMO 8927711, Built 1962, 83 dwt

Date of Casualty 17 January 2019

Type of Casualty Suffered water ingress, capsized and sank in the Russian port of Temryuk, Krasnodar Territory. The crew were safely evacuated.

Type of Claim Salvage/wreck removal and clean-up operation

Louisiana Responder

Oil spill response vessel, IMO 9044657, Built 1993, 1,300 dwt

Date of Casualty 17 January 2019

Type of Casualty During a training exercise

a launch from the *Louisiana Responder* capsized and two crew members were lost.

Type of Claim Loss of life claim



Maranta ▣

Self-propelled barge, Built 1964, 1,203 ts

Date of Casualty 18 January 2019

Voyage Antwerp to Brussels, Belgium

Cargo No details

Type of Casualty Allided with the Humbek-Sas-Bridge on the Brussels-Scheldt Canal at Grimbergen after the bridge reportedly failed to remain raised as the barge was passing underneath.

Type of Claim Allision damage claim

Melrivic 2

Passenger ro-ro, IMO 7855399, Built 1973, 334 gt

Date of Casualty 19 January 2019



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NEW CASUALTIES - Continued - edition 304

Type of Casualty Suffered engine failure near Cebu Island in the Philippines. The 126 passengers were evacuated by the Philippine Navy and Coastguard. The ferry was towed to Danao City.

Type of Claim Possible salvage claim

Alexander Tvardovskiy

General cargo vessel, IMO 9057290, Built 1996, 3,180 dwt

Date of Casualty 20 January 2019

Voyage Riga, Latvia to Goole, UK

Cargo Timber

Type of Casualty Ran aground off the coast of Copenhagen, Denmark, just north of the Øresund tunnel. The vessel was able to refloat under her own power and anchored for survey north of Middelfrunds Fort off Copenhagen under order of the local authorities.

Type of Claim Possible hull damage claim



Reflex

Well boat, No other details

Date of Casualty 20 January 2019

Type of Casualty Ran aground in

Alverstraumen in Lindås, Norway. The vessel was pulled free by the local lifeboat and berthed in Maloy.

Type of Claim Possible hull damage and salvage claim



Zhong Xing 689

General cargo vessel, No other details

Date of Casualty 21 January 2019

Voyage Shantou, China to unknown destination

Cargo In ballast

Type of Casualty Sank in the Taiwan Strait off Fujian Province, China. Two of the vessels crew were reported missing. Reports advise the vessel had recently discharged cargo at Shantou, China.

Type of Claim Total loss and loss of life claims

Oriental Nadeshiko

Product tanker, IMO 9442665, Built 2009, 12,480 dwt

Date of Casualty 21 January 2019

Voyage Bützfleth, Germany to Tarragona, Spain

Cargo 9000 m³ of chemicals used in the production of solvents, printing inks and varnishes

Type of Casualty Ran aground on the Elbe Fairway east of Cuxhaven after reportedly suffering mechanical failure. The tanker was refloated on the rising tide after 600 m³ of ballast water had been pumped out.

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

P&I Japan Shipowners



Brenda L. Murray II

Pusher tug, No other details

Date of Casualty 21 January 2019

Type of Casualty 12 barges loaded with cargo broke loose from the pusher tug and struck various bridges on the Monongahela River near Pittsburgh, USA. All of the barges have been secured but one suffered damage and was partially submerged.


Type of Claim Salvage claim

Strategic Explorer

Bulk carrier, IMO 9723708, Built 2015, 39,880 dwt

Date of Casualty 21 January 2019

Voyage Wilmington to Oceanport USA

Access all our previous casualty newsletters here 

Cargo No details

Type of Casualty Ran aground on the Delaware river at Wilmington, USA. The vessel was refloated with tug assistance early on 22 January 2019.

Type of Claim Possible hull damage and salvage claim

P&I Skuld

FWN Solide/Kontio

FWN Solide – General cargo vessel, IMO 9321093, Built 2006, 10,684 dwt

Kontio – Icebreaker, IMO 8518120, Built 1987, 2,000 dwt

Date of Casualty 22 January 2019

Voyage Rotterdam, Netherlands to Oulu, Finland / n/a

Cargo No details

Type of Casualty The vessels were in collision during ice-channelling operations in the approaches to Oulu, Finland, in the Gulf of Bothnia. The *FWN Solide* suffered damage to her bulbous bow.

Type of Claim Collision damage claim

P&I MS Amlin / Gard

Phoenix

Tug, 37gt

Date of Casualty 22 January 2019

Type of Casualty Ran aground on the jetty at the Europe Way South at Ritthem whilst pushing a barge loaded with a cargo of coal bound for Antwerp. Tugs assisted with refloating the barge and tug. Click [here](#) for video.

Type of Claim Possible salvage claim

CASUALTY FOLLOW-UP



Southern Phoenix – editions 215, 216, 223, 225, 248, 285 & 294 – the salvage work in Suva Harbour are progressing well and are expected to be completed by the end of February 2019. All the cargo inside the ship has been removed and salvors are now in the phase of cutting up the vessel's components. One completed the hull will be refloated and then be scuttled in a depths of 1,000 metres. All known pollutants and hazardous chemicals were removed in the first operational phase but the work will be monitored to ensure there is no further environmental threat.

Helge Ingstad – editions 294, 295, 296, 297, 298, 299, 302 & 303 – the last of the lifting chains were put in place on 21 January 2019 and work now is now focussed on tightening the chains. The sheerleg *Rambiz* remains on site.

MSC Zoe – editions 302 & 303 – the containership arrived and anchored off Gdansk, Poland on 20 January 2019 and was manoeuvred to a berth yesterday at the container terminal yesterday. Meanwhile

operations to recover debris from the containers lost overboard continues.

Yantian Express – editions 302 & 303 – salvors continue to tow the vessel towards a port of refuge and carry out fire-fighting operations. The towing tugs are now showing Freeport in the Bahamas as their port of destination which suggests that Halifax in Nova Scotia, Canada is no longer being considered as the port of refuge. Richards Hogg Lindley Adjusters have now been appointed by the shipowners. Although no declaration of General Average has yet been made the appointment of RHL strongly suggests however that the shipowner will declared General Average.

Volgo Balt 214 – edition 302 – the body of the vessel's Master has been located in a lifeboat 48 miles from Tuapse, Russia.

Aulac Fortune – editions 302 & 303 – the body of the last missing crew members has finally been located. Local authorities continue to investigate the cause of the explosion and the vessel remains moored at an anchorage off Hong Kong.

