

FEATURE CASUALTY

Maintal/Allegro

Maintal – Tank barge, 2,731 ts

Allegro – Self-propelled barge, 2,433 ts

Date of Casualty 28 January 2019

Voyage Spray to Duisburg, Germany / Unknown to Cologne, Germany

Cargo 2,000 m/t of gas oil / 1,500 m/t of soy meal

Type of Casualty Collision

Type of Claim Collision damage, cargo loss and possible salvage claim

The German registered tank barge *Maintal* and the self-propelled barge *Allegro*, registered in the Netherlands, were involved in a head on collision on the Rhine River at Dormagen-Zons, Germany on 28 January 2019 which caused damage to both vessels with the *Maintal* suffering a forward breach and partial loss of her cargo of gas oil.

The *Maintal*, a tank barge with a carrying capacity of 2,731 ts, was proceeding from Spray loaded with a cargo of gas oil when at 0637 hours she collided with the general cargo barge *Allegro*, which was carrying 1,500 m/t of soy meal bound for Cologne. The collision, at the 718 km mark on the Rhine at Dormagen-Zons breached the hull of the tank barge and part of her cargo oil gas oil was released into the river. Her master also suffered slight injuries in the collision.

Both barges dropped anchor on the river close to the incident site whilst local authorities and responders attended. Local fire and rescue services from the Neuss, the Mettmann municipality, Düsseldorf and Cologne together with fire brigades from the Dormagen Chempark Plant attended. Booms were placed around the *Maintal* to try to contain the gas oil. An assessment later determined that only two tonnes of gas oil was lost from the barge.

After an initial survey both barges were permitted to leave the collision site. The *Allegro* proceeded to Cologne, arriving at 1600 hours and the *Maintal* berthed in the port of Duisburg at 2030 hours. In the meantime clean-up operations were undertaken by the attending forces. Local roads, ports and facilities were closed although traffic on the river was not affected. By the afternoon the oil spill extended downstream to the north of Düsseldorf although it was hoped it would disperse quickly. An investigation into the collision is being undertaken. Alcohol does not appear to be a factor.



NEW CASUALTIES



Ayu 88 ▣

General cargo vessel, 1,143 gt

Date of Casualty 22 January 2019 – Late Notification

Voyage Samarinda to Makassar, Indonesia

Cargo In ballast

Type of Casualty Ran aground in South Sulawesi after dragging at anchor whilst waiting off the Center Point Indonesia (CPI) to load cargo.

Type of Claim Possible damage and salvage claim

Platytera Ton Ouranon/ Maltese Falcon

Platytera Ton Ouranon – Ferry, IMO 8983284, Built 1997, 113 dwt

Maltese Falcon – Yacht, IMO 9384552, Built 2006, 147 dwt

Date of Casualty 23 January 2019

Type of Casualty The ferry was pushed by strong winds into the bow of the yacht which was berthed in the port of Perama. Both vessels were damaged.

Type of Claim Collision damage claim

Eastern Glory ▣

Product tanker, IMO 8508228, Built 1987, 6,965 dwt

Date of Casualty 23 January 2019

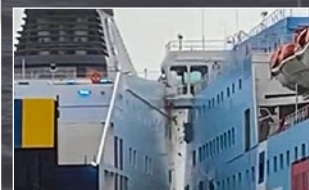
Voyage None

Cargo In ballast



Type of Casualty Broke free from its tow whilst being moved at the BBM dock in Kampung Pulau Nipah. The vessel drifted downriver into the Bareleng Bridge in Batam. Tugs brought the vessel under control. The vessel has been under arrest since September 2018.

Type of Claim Hull damage claim



Cruise Bonaria/Athara ▣

Cruise Bonaria - Passenger ro-ro, IMO 9220330, Built 2001, 6,700 dwt

Athara - Passenger ro-ro, IMO 9263655, Built 2003, 5,000 dwt

Date of Casualty 24 January 2019

Type of Casualty The *Cruise Bonaria* was pushed by strong winds into the *Athara* whilst departing Olbia port. Tugs were unable to prevent the collision and the *Athara* suffered damage to her bridge and a small fire broke out. Click [here](#) for video.

Type of Claim Collision damage claim

P&I North of England / Standard Club

Norvind/Beate ▣

Norvind – General cargo vessel with container capacity, IMO 9247118, Built 2002, 5,916 dwt

Beate - Fully cellular containership, IMO 9333345, Built 2005, dwt

Date of Casualty 24 January 2019

Voyage Sassnitz-Mukran, Germany to Gdansk, Poland / Szczecin, Poland to Bremerhaven, Germany

Cargo No details / General containerised cargo

Type of Casualty The vessels were in collision off Rugen Island, Germany. The *Norvind* suffered damage to her starboard side with significant water ingress into her No. 1 cargo hold although this was controllable by pumps. Both vessels headed to Sassnitz-Mukran port for survey and investigations escorted by local lifeboats. The *Beate* suffered very little damage and has since proceeded.

Type of Claim Collision damage and cargo loss claims

P&I Skuld / Hydor AS

Maersk Sheerness/ Chacabuco

Maersk Sheerness – Fully cellular containership, IMO 9299939, Built 2006, 97,536 dwt

Chacabuco - Fully cellular containership, IMO 9295957, Built 2006, 68,228 dwt

Date of Casualty 24 January 2019

Voyage Both Livorno to Genova, Italy

Cargo Both carrying general containerised cargo

Type of Casualty The *Maersk Sheerness* broke free from her moorings at the Lucca Quay in Livorno and struck the berthed *Chacabuco*. Tugs brought the containership back to her berth but she broke free again damaging quay installations.

Type of Claim Collision and allision damage claim

P&I Standard Club / UK Club

[Further casualties overleaf ▸](#)

Visnes

General cargo with container capacity, IMO 7928251, Built 1981, 4,015 dwt

Date of Casualty 24 January 2019

Voyage Copenhagen to Kolding, Denmark

Cargo Stone

Type of Casualty Ran aground approaching the entrance to Kolding Fjord. The vessel was refloated by the tug *Obelix*.

Type of Claim Possible hull damage and salvage claim

P&I Skuld

Largo ▣

Ro-ro cargo vessel, IMO 8808678, Built 1990, 4,004 dwt

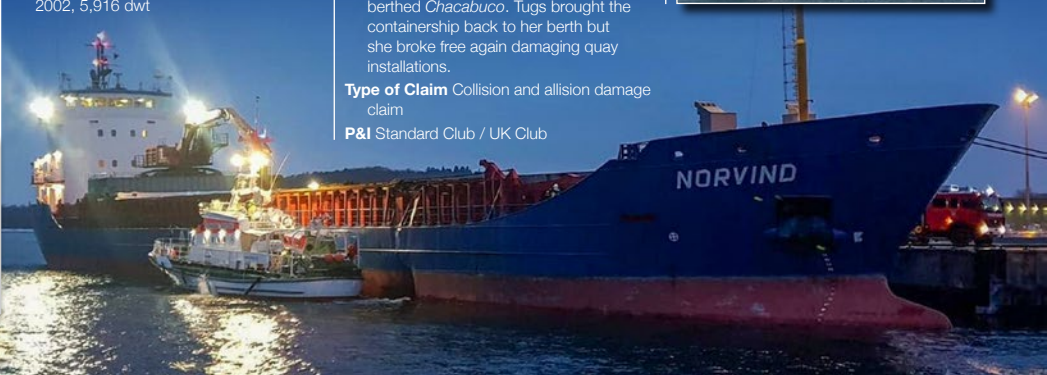
Date of Casualty 24/25 January 2019

Voyage Gandia, Spain to Béjaïa, Algeria

Cargo No details, loaded

Type of Casualty Suffered a cargo shift in bad weather and was towed to Béjaïa where on the following day she suffered a fire in her operations room.

Type of Claim Possible salvage and fire damage claim



Roose + Partners

NEW CASUALTIES - Continued - edition (305)

Antonia/Antonia II/Polaris

Antonia – Self-propelled barge, 2,370 ts

Antonia II – Barge, 1,733 ts

Polaris – Self-propelled barge, 2,501 ts

Date of Casualty 25 January 2019

Type of Casualty The *Antonia*, pushing the barge *Antonia II*, was in collision with the *Polaris* whilst sailing on the Main towards Mannheim, Germany. Three of the four crew of the *Antonia* were found to be intoxicated. The Master was clear.

Type of Claim Collision damage claim

Captain JP III ▣

Passenger cruise ship,

Date of Casualty 25 January 2019

Type of Casualty The cruise ship and several other vessels were pushed off their moorings and damaged when they were struck by ice on the Hudson River. The vessel then allided with the Congress Street bridge.

Type of Claim Damage claim

Aqasia

Combined chemical and oil tanker, IMO 9556753, Built 2011, 2,845 dwt

Date of Casualty 26 January 2019

Voyage Agioi Theodoroi, Greece to Gebze, Turkey

Cargo 2,594 m³ of lubricants

Type of Casualty Suffered engine failure in the Saronic Gulf, east of Aegina island near Piraeus, Greece. The vessel was towed to Fleves Island where she anchored for repairs.

Type of Claim Possible salvage claim

P&I London Club

European Causeway

Passenger ro-ro, IMO 9208394, Built 2000, 4,276 dwt

Date of Casualty 27 January 2019

Type of Casualty Broke free from her moorings at Larne, Northern Ireland and allided with

the pier which breached the ferry's hull. Tugs pulled the ferry back to berth.

Type of Claim Hull damage claim

P&I Standard Club

Kivalluq W

Combined chemical and oil tanker, IMO

9187409, Built 2004, 13,671 dwt

Date of Casualty 27 January 2019

Voyage At Halifax, Canada

Cargo No cargo

Type of Casualty The vessel caught fire whilst berthed at Imperial Oil Wharves in Halifax. The crew were unable to extinguish the fire and local fire-fighters attended and brought it under control two hours later.

Type of Claim Fire damage and possible salvage claim

P&I Steamship Mutual

Oak

General cargo vessel, IMO 8211629, Built 1983, 2,401 dwt

Date of Casualty 27 January 2019

Voyage Liepaja, Latvia to Hällekis, Sweden

Cargo Wheat

Type of Casualty Ran aground transiting the Göta River off Lilla Edet after suffering rudder failure. The vessel suffered a hull breach and water ingress. The crack has been sealed by divers and water pumped out.

Type of Claim Hull damage, possible cargo damage and salvage claim

Volstad

Fishing vessel, IMO 9652818, Built 2013, 3,430 gt

Date of Casualty 27 January 2019

Type of Casualty Vessel was towed into Hammerfest by two NSSR lifeboats after becoming disabled in the Rolvsøy Sound in Finnmark.

Type of Claim Possible salvage claim

P&I Gard

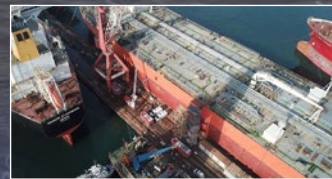
Salindo Mutiara I

Passenger ro-ro, IMO 7640029, Built 1977, 459 dwt

Date of Casualty 27 January 2019

Type of Casualty Encountered strong waves off Lombok, Indonesia. Two trucks and three cars were damaged.

Type of Claim Damage claim



LR2 Poseidon ▣

Tanker, IMO 9378632, Built 2009, 109,996 dwt

Date of Casualty 28 January 2019

Voyage n/a

Cargo None

Type of Casualty The tanker suffered an explosion and subsequent fire in the boiler room whilst she was undergoing repairs in Tuzla. Eight workers were injured and two were killed. The fire was extinguished by local fire-fighters.

Type of Claim Fire damage claim

P&I Gard

Ever Summit ▣

Fully cellular containership, IMO 9300453, Built 2007, 78,612 dwt

Date of Casualty 28 January 2019



Voyage Ningbo, China to Vancouver, Canada

Cargo General containerised cargo

Type of Casualty A port crane collapsed onto the vessel during berthing operations at the Global Container Terminal, Vancouver. The containership struck the gantry crane whilst manoeuvring to berth. After the accident, two tugs held the vessel in position to avoid further damage.

Type of Claim Allision damage claims

P&I Gard

Catharina 1

General cargo vessel, IMO 8117859, Built 1984, 3,404 dwt

Date of Casualty 29 January 2019

Voyage Styliada to Tsingeli Greece

Cargo In ballast

Type of Casualty Suffered mechanical failure and reportedly ran aground in Maliakos Bay. The vessel was towed back to Styliada.

Type of Claim Possible salvage claim

Heba M ▣

General cargo vessel with container capacity, IMO 8918708, Built 1995, 6,900 dwt

Date of Casualty 29 January 2019

Voyage Ventspils, Latvia to Crotona, Italy

Cargo Timber

Type of Casualty Suffered a cargo shift and loss of deck cargo whilst transiting the North Sea. The vessel is anchored off Falmouth, UK.

Type of Claim Cargo loss and possible General Average declaration

P&I Hydor AS



CASUALTY FOLLOW-UP



San Francisco – editions 296 & 299 – the contract for repairs to the ferry sustained when the vessel crashed into the San Francisco building and ferry berth on 23 November 2018 has been approved by the Golden Gate Bridge, Highway and Transportation District at a cost of USD687,000. This brings the total cost of the accident so far to USD769,200.

Rio ▣ – edition 299 – the vessel remains aground on the beach in Novorossiysk and no refloating efforts are expected for some time due to the prevailing winter weather. The bulk carrier, which is free of cargo, dragged at anchor during storms and grounded on 12 December 2018.

Natalia – editions 300, 301 & 302 – the general cargo vessel which ran aground off Karaburun, Turkey on 19 December 2018 loaded with a cargo of soda, remains aground. All fuel and lubricants have been removed. Salvors continue to investigation refloating/removal options.

Sincerity Ace – editions 301, 302 & 303 – the fire damaged car carrier arrived at Shibushi Bay, southeast Kyushu, Japan under tow of the tug *Koyo Maru* in the morning 30 January 2019. The carrier is to undergo temporary repairs to improve its stability and prevent water ingress following which she

will be towed to Mokpo. The shipowners have declared General Average.

Cavalier XV – edition 302 – salvors Litoral Buceo y Abrego and Goncalves have refloated the vessel after it sunk on the Paraná river on 7 January 2019.

Yantian Express – editions 302, 303 & 304 – the owners of the containership have finally taken the decision to declare General Average in respect of this casualty. Richards Hogg Lindley have been appointed as GA Adjusters and to collect General Average security as well as salvage security on behalf of the salvors. Notices are being sent to interested parties. The vessel is underway using her own power to Freeport in the Bahamas, with tugs escorting, and she is expected to arrive off the port limits imminently.

Candy and Maestro ▣ – edition 304 – the fires on board both tankers have been left by salvors so that the gas cargo will burn off due to concerns about the threat of explosion from the LPG cargo. No personnel have gone on board but cooling operations have continued. The SAR tug *Spasatel Demidov* managed to take the *Candy* in tow and pull her into international waters and away from the coast.



Access all our previous casualty newsletters here 