

FEATURE CASUALTY

Peak Bilbao

General cargo vessel, IMO 9545027, Built 2011, dwt

Date of Casualty 7 February 2019

Voyage Rotterdam, Netherlands to Bilbao, Spain

Cargo 3,600 m/t of Norwegian coal

Type of Casualty Disabled following water ingress

Type of Claim LOF salvage claim and possible General Average declaration

P&I Gard

The general cargo vessel *Peak Bilbao* suffered water ingress whilst transiting the English Channel north of the island of Guernsey in the early hours of 7 February 2019 which left her disabled and requiring towage assistance.

The *Peak Bilbao* was en route from Rotterdam to Bilbao laden with a cargo of Norwegian coal when the windows in her bridge on the starboard side were damaged by crashing waves. Subsequently large waves crashed onto the vessel causing water to ingress into the bridge. The incoming water flooded the space causing damage to the bridge's electrical equipment. The vessel's

communication equipment failed and she suffered a loss of propulsion. According to reports the crew of eight were left with only a handheld VHF radio to communicate. At the time of the breakdown the vessel was eight miles west of the Casquets traffic separation scheme, 30 miles southeast of Salcombe, UK.

The Master issued an alert to advise the vessel was without power and the Solent Coast Guard initially responded. The Cherbourg Marine Operations Centre also responded, deploying the emergency towing vessel *Abeille Liberté*. The tug arrived on site at 1045 hours. Following discussing with the shipowners, the French salvors Les Abeilles International, who operate the tug, were contracted to assist the vessel under the terms of a Lloyd's Open Form Salvage Contract. The *Abeille Liberté* towed the *Peak Bilbao* into the port of Cherbourg, arriving at 2200 hours. The vessel was then assisted to a berth by the port tug *Cherbourg 1*. The vessel remains in Cherbourg.



NEW CASUALTIES



Respite ▽

Yacht, No other details

Date of Casualty 2 February 2019 – Late Notification

Type of Casualty The vessel grounded on a reef of Flint Island in the Kiribati archipelago about 390 nm north west of Papeete. The crew were able to make it onto land with food and water for three days. They were rescued after two days.

Type of Claim Total loss claim

Solomon Trader ▽

Bulk carrier, IMO 9075670, Built 1994, 73,990 dwt

Date of Casualty 4 February 2019 – Late Notification

Voyage Rennel Island, Solomon Island
Cargo Bauxite

Type of Casualty The vessel, which has been in Kangava Bay, Rennel Island, Solomon Island since late January



loading bauxite, was pushed aground during poor weather. The salvage is being hampered by poor weather.

Type of Claim Hull damage, possible salvage claim and reef claims

P&I Korea Shipowners

African Robin

Bulk carrier, IMO 9317767, Built 2015, 31,982 dwt

Date of Casualty 6 February 2019

Voyage Kaliningrad Port, Russia

Cargo No details

Type of Casualty Suffered a fire whilst berthed at Kaliningrad. The crew were able to extinguish the fire. Roose+Partners are appointed to assist cargo interests.

Type of Claim Fire damage claim and possible General Average declaration

P&I North of England

Komiža ▽

Ferry, IMO 7321908, Built 1973, 198 gt

Date of Casualty 6 February 2019

Type of Casualty Suffered engine failure and grounded on rocks in the bay of Muna on the island of Žirje. The vessel was pulled off by a tug and taken to Šibenik. The four passengers or her crew are reported to have been uninjured.

Type of Claim Hull damage and possible salvage claim

BSP 1

Passenger ro-ro, IMO 7323308, Built 1973, 1,405 dwt

Date of Casualty 7 February 2019

Type of Casualty Suffered an engine room fire and was disabled whilst 3 nm off Merak Besar Island, Indonesia. There were 196 passengers and 26 crew on board. The passengers were evacuated to other vessels which diverted to assist. The vessel was towed to Merak where the fire was later extinguished.

Type of Claim Fire damage claim



Salim N1 ▽

Product tanker, IMO 8773380, Built 1952, 229 dwt

Date of Casualty 7 February 2019

Voyage Malta to Turkey

Cargo In ballast

Type of Casualty Draggled at anchor and ran aground off Famagusta, Cyprus near the village Magusa Limani. The vessel had been anchored since early December last year after suffering technical problems. Coastal Safety tugs and a salvage team are in attendance.

Type of Claim Hull damage and salvage claim

Further casualties overleaf ▶

SF Unity

General cargo vessel, IMO 8508656, Built 1985, 1,600 dwt

Date of Casualty 7 February 2019

Voyage Iloilo to Batangas Philippines

Cargo In ballast

Type of Casualty The vessel ran aground whilst departing Iloilo having just discharged her iron ore cargo at the port. The Philippine Coast Guard and Marine Environmental Protection Unit deployed assets and divers to the site.

Type of Claim Possible hull damage and salvage claim

Mataró Tercero

Fishing vessel, No other details

Date of Casualty 7 February 2019

Type of Casualty Disabled and adrift 23 nm off the coast of Barbate, Spain. The rescue vessel *Salvamar Gadir* towed the fishing vessel to Barbate.

Type of Claim Possible salvage claim

Shun Sheng/Koi 3/Koi 5 ▽

Shun Sheng – Chemical tanker, IMO 9279692, Built 2003, 8,811 dwt

Koi 3 – Tug, No other details

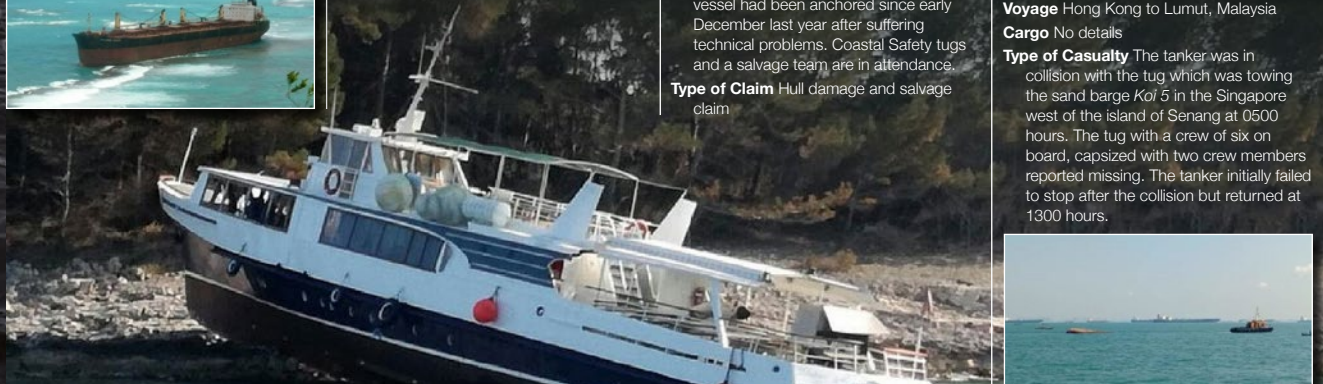
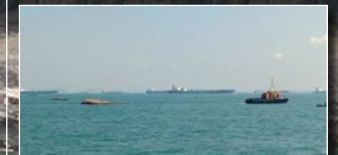
Koi 5 – Barge, No other details

Date of Casualty 7 February 2019

Voyage Hong Kong to Lumut, Malaysia

Cargo No details

Type of Casualty The tanker was in collision with the tug which was towing the sand barge *Koi 5* in the Singapore west of the island of Senang at 0500 hours. The tug with a crew of six on board, capsized with two crew members reported missing. The tanker initially failed to stop after the collision but returned at 1300 hours.



Roose + Partners

NEW CASUALTIES - Continued - edition (307)

Type of Claim Collision damage and loss of life claim

P&I West of England

Listevik

General cargo vessel with container capacity, IMO 9136216, Built 1996, 3,905 dwt

Date of Casualty 8 February 2019

Voyage Nakskov, Denmark to Norrköping, Sweden

Cargo Wheat

Type of Casualty The vessel was breached after contacting rocks west of Oxelösund, Sweden, Baltic sea. The vessel developed a 5th list. She diverted to Oxelösund escorted by Coast Guard vessels.

Type of Claim Hull damage and possible General Average declaration

Ed McLaughlin

Tug, 83 gt

Date of Casualty 8 February 2019

Type of Casualty Capsized and sank on the River Ohio near Cheshire. Her three man crew were rescued and taken to hospital. Reports stated there was some loss of her diesel.

Type of Claim Salvage claim and clean-up operations

Tunu Pratama Jaya 3888/ Liputan XII

Tunu Pratama Jaya 3888 – Landing craft, IMO 8984381, Built 2001, 871 gt

Liputan XII – Ferry, No other details

Date of Casualty 8 February 2019

Type of Casualty As the *Liputan XII* was arriving at the port of Ketapang Banyuwangi when her bow ramp contacted and breached the *Tunu Pratama Jaya 3888*.

Type of Claim Collision damage claim

Ever Given/Finkenwerder

Ever Given – Fully cellular containership, IMO 9811000, Built 2018, 199,692 dwt

Finkenwerder – Ferry, No other details



Date of Casualty 9 February 2019

Voyage Hamburg, Germany to Rotterdam, Netherlands / n/a

Cargo General containerised cargo / n/a

Type of Casualty Whilst transiting the Elbe River the *Ever Given* came into contact with the ferry whilst was moored at the Blankenese ferry pier near Hamburg. There were no people on board the ferry at the time. Both the ferry and the pontoons suffered damage. The ferry was towed to the Shipyard von Cölln for repairs.

Type of Claim Collision damage claim

P&I UK Club / No details

Pireas/Polaris

Pireas – Bulk carrier, IMO 9342853, Built 2006, 76,598 dwt

Polaris – Buoy ship, IMO 9810599, Built 2017, 3,128 gt

Date of Casualty 9 February 2019

Voyage Newcastle, Australia to Tanjung Pelepas, Malaysia / n/a

Cargo No details / n/a

Type of Casualty The *Pireas* collided with the anchored *Polaris* at the Johor Strait Anchorage. Malaysian authorities impounded the Greek-flagged bulk carrier and her crew were detained.

Type of Claim Collision damage claim

P&I UK Club



Duc Phat 66

General cargo vessel, IMO 8665533, Built 2008, 1,950 dwt

Date of Casualty 8 February 2019

Voyage No details

Cargo 1,853 m/t of rice

Type of Casualty The vessel suffered water

ingress whilst 15 nm off the coast of Vietnam. A distress call was issued and the vessel was towed to Gua Viet port.

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

Frisium

General cargo vessel, IMO 9013048, Built 1992, 2,335 dwt

Date of Casualty 9 February 2019

Voyage Rotterdam, Netherlands to Flixborough, UK

Cargo 1,442 m/t of magnesite

Type of Casualty Ran aground off Flixborough.

The vessel was refloated on the rising tide but was unable to berth at Flixborough. Instead she proceeded upstream to the Neap House Wharf with tug escort.

Type of Claim Possible hull damage and General Average declaration

P&I Noord Nederlandsche

Drebkau

Self-propelled barge, 908 ts

Date of Casualty 11 February 2019

Voyage Riesa to Hamburg

Cargo Wheat

Type of Casualty Ran aground whilst transiting the Elbe River near Coswig, Germany. Initial refloating attempts have failed. The operations have been suspended to 15 February 2019 when water levels on the river are expected to rise.

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

Sinpyaung

Buoy ship, IMO 5329267, Built 1959, 743 gt

Date of Casualty 11 February 2019

Type of Casualty Sank whilst anchored in the Bay of Bengal Rakhine State, western Myanmar. Only seven of the crew were rescued. 18 are missing with two confirmed dead.

Type of Claim Total loss and loss of life claims

Access all our previous casualty newsletters here



Eiltank 9

Inland tank barge, 1,316 ts

Date of Casualty 11 February 2019

Voyage At Ludwigshafen, Germany

Cargo Unloaded

Type of Casualty Allided with a berth at the BASF facility in Ludwigshafen after suffering rudder failure. The berth suffered significant damage.

Type of Claim Allision damage claim



Sequana

Self-propelled barge, 1,800 ts

Date of Casualty 12 February 2019

Voyage Maasbracht, Germany

Cargo 1,100 m/t of washed, wet coal

Type of Casualty A fire broke out in the engine room and spread to the accommodation whilst the vessel was transiting the Rhine at Duisburg-Wanheimerort, Germany. The fire was extinguished by local fire-fighters. The cargo was not affected.

Type of Claim Fire damage and possible salvage claim (by the fire-fighters) and/or possible General Average declaration

Norwegian Epic

Passenger cruise ship, IMO 9410569, Built 2010, 10,850 dwt

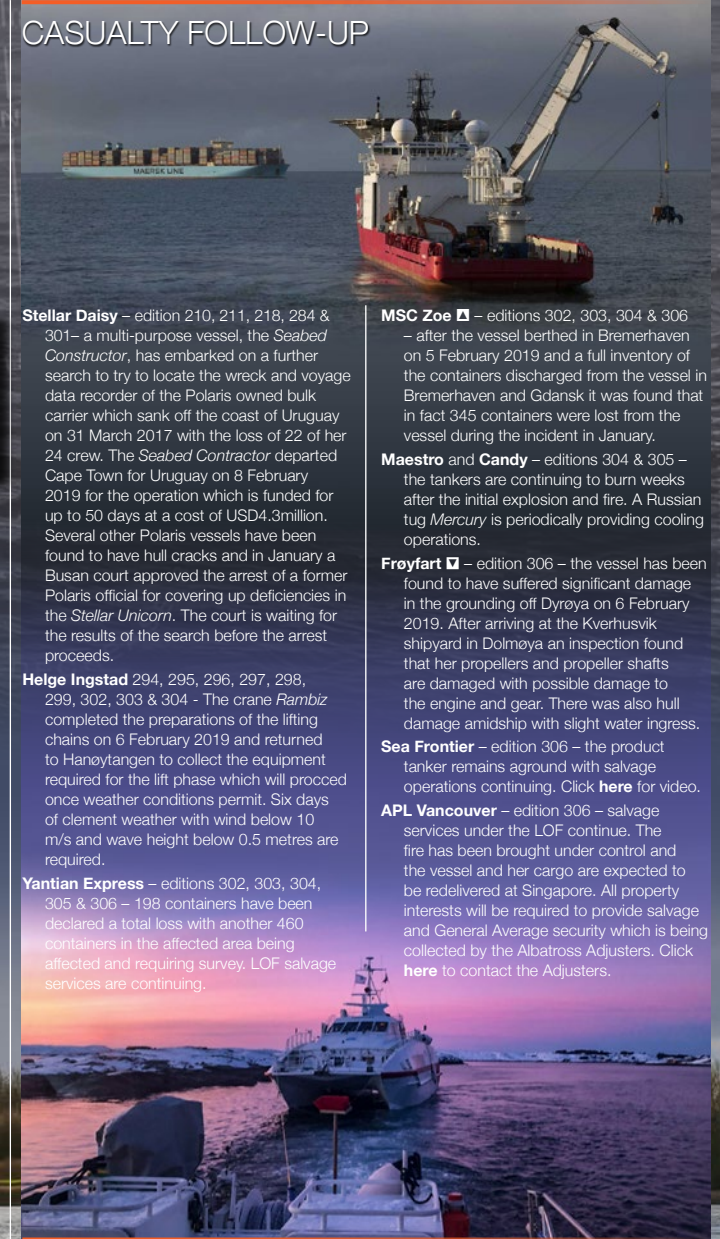
Date of Casualty 12 February 2019

Type of Casualty The vessel has technical problems and was inbound to San Juan, Puerto Rico for investigations when she allided with a pier destroying the structure. Click [here](#) for video.

Type of Claim Allision damage claim

P&I Steamship Mutual

CASUALTY FOLLOW-UP



Stellar Daisy – edition 210, 211, 218, 284 & 301 – a multi-purpose vessel, the *Seabed Constructor*, has embarked on a further search to try to locate the wreck and voyage data recorder of the *Polaris* owned bulk carrier which sank off the coast of Uruguay on 31 March 2017 with the loss of 22 of her 24 crew. The *Seabed Constructor* departed Cape Town for Uruguay on 8 February 2019 for the operation which is funded for up to 50 days at a cost of USD4.3million. Several other *Polaris* vessels have been found to have hull cracks and in January a Busan court approved the arrest of a former *Polaris* official for covering up deficiencies in the *Stellar Unicorn*. The court is waiting for the results of the search before the arrest proceeds.

Helge Ingstad 294, 295, 296, 297, 298, 299, 302, 303 & 304 – The crane *Rambiz* completed the preparations of the lifting chains on 6 February 2019 and returned to Hanoytangen to collect the equipment required for the lift phase which will proceed once weather conditions permit. Six days of clement weather with wind below 10 m/s and wave height below 0.5 metres are required.

Yantian Express – editions 302, 303, 304, 305 & 306 – 198 containers have been declared a total loss with another 460 containers in the affected area being affected and requiring survey. LOF salvage services are continuing.

MSC Zoe – editions 302, 303, 304 & 306 – after the vessel berthed in Bremerhaven on 5 February 2019 and a full inventory of the containers discharged from the vessel in Bremerhaven and Gdansk it was found that in fact 345 containers were lost from the vessel during the incident in January.

Maestro and **Candy** – editions 304 & 305 – the tankers are continuing to burn weeks after the initial explosion and fire. A Russian tug *Mercury* is periodically providing cooling operations.

Froyfart – edition 306 – the vessel has been found to have suffered significant damage in the grounding off Dyrøya on 6 February 2019. After arriving at the Kverhøvik shipyard in Dolmøya an inspection found that her propellers and propeller shafts are damaged with possible damage to the engine and gear. There was also hull damage amidship with slight water ingress.

Sea Frontier – edition 306 – the product tanker remains aground with salvage operations continuing. Click [here](#) for video.

APL Vancouver – edition 306 – salvage services under the LOF continue. The fire has been brought under control and the vessel and her cargo are expected to be redelivered at Singapore. All property interests will be required to provide salvage and General Average security which is being collected by the Albatross Adjusters. Click [here](#) to contact the Adjusters.