

Roose + Partners

Casualty Newsletter 309

27th February 2019

FEATURE CASUALTY

Efe Murat

General cargo vessel, IMO 7431131, Built 1977, 5,786 dwt

Date of Casualty 23 February 2019

Voyage Ortona, Italy to Aliaga, Turkey

Cargo In ballast

Type of Casualty Grounded

Type of Claim Possible hull damage and salvage claim

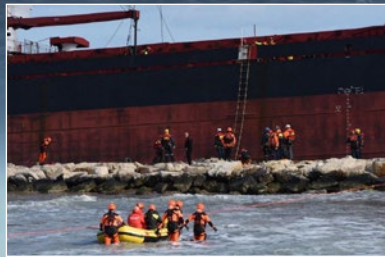
On 23 February 2019 the general cargo vessel *Efe Murat* ran aground off the southern coast of Bari, Italy after being caught in storms in the Adriatic Sea.

The *Efe Murat* was sailing southbound bound for the port of Aliaga in Turkey having just offloaded cargo at Ortona, Italy when she encountered heavy weather and was pushed by strong winds into the shallow waters off Bari. The Master of the vessel had reportedly sought permission to enter the port of Bari in order to seek shelter from the storm but later chose to continue the voyage. The unloaded vessel finally grounded on breakwater of Pane e Pomodoro beach at Bari resting with her starboard side resting against the stones.

The Italian Coast Guard dispatched patrol boats to the site and two local tugs attended. A local tug, the *Galesus*, tried unsuccessfully to get a line to the vessel and during the operation the tug grounded after which the salvage operation was suspended. Wind speeds were exceeding 40 knots and the

sea was very rough. The vessel's 15 Turkish crew members remain on board. The *Efe Murat* vessel developed a 12° port list and it has since been ascertained that she has three holes in her hull. There has been water ingress into her engine room with water levels at a height of two metres. Greek salvors, Megatugs have been contracted under an LOF salvage contract with SCOPIIC invoked, to save the vessel. Their salvage tug *Pantokrator* arrived on site on 26 February 2019, having been dispatched from Piraeus, Greece. Their priority will be to remove the bunkers from the vessel before any refloating steps are made. There are an estimated 37 m³ of fuel oil on board. Although in a serious position, the vessel is resting on a sandy bottom and there is no immediate concern for her structural integrity according to local reports. Work to remove the bunkers is not expected to begin until 28 February 2019 due to the ongoing poor weather.

Investigations into the casualty are being carried out by the local court in Bari with the Master suspected of negligent navigation. Click [here](#), [here](#) & [here](#) for video.



NEW CASUALTIES



Breizh-Nevez I ▣

Passenger ro-ro, IMO 9835252, Built 2018, 156 dwt

Date of Casualty 19 February 2019

Type of Casualty Grounded onto a rock between Lorient and the island of Groixon, France. The vessel suffered significant damage with her hull breached in several places, her rudder was lost and her starboard propeller was damaged.

Type of Claim Hull damage claim

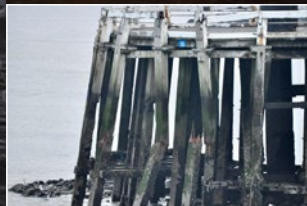
Vlaanderen IV ▣

Motor hopper, IMO 9198173, Built 1998, 1,790 dwt

Date of Casualty 20 February 2019

Type of Casualty Allided with Blankenberge Harbour Eastern Mole causing serious damage to the mole's fenders and piles.

Type of Claim Allision damage claim



MSC Orchestra/MS Poesia

MSC Orchestra – Passenger cruise ship, IMO 9320099, Built 2007, 10,700 dwt
MSC Poesia – Passenger cruise ship, IMO 9387073

Date of Casualty 20 February 2019

Type of Casualty Whilst departing Buenos Aires, Argentina the *MSC Orchestra* collided with the *MSC Poesia* which was berthed. Click [here](#) for video.

Type of Claim Collision damage claim

P&I UK Club



Cecilia Payne/Virginia ▣

Cecilia Payne – Passenger ro-ro, IMO 9188881, Built 1999, 395 dwt

Virginia – Fishing vessel, No other details

Date of Casualty 20 February 2019

Type of Casualty The fishing vessel capsized 1.5 miles off Alcuía, Spain after becoming overwhelmed by the swell from the ferry.

Type of Claim Damage claim

P&I Britannia

Eems Carrier

General cargo vessel, IMO 9148142, Built 1996, 2,315 dwt

Date of Casualty 21 February 2019

Voyage Frederiksvaerk, Denmark to Liepaja, Latvia

Cargo No details

Type of Casualty Ran aground south of Spodsbjerg in Denmark's Great Belt. The vessel refloated without assistance and anchored nearby for survey. The Master was later found to be intoxicated and was replaced.

Type of Claim Possible hull damage claim

P&I Standard Club

Primula Seaways

Ro-ro cargo, IMO 9259513, Built 2004, 14,012 dwt

Date of Casualty 22 February 2019

Type of Casualty Ran aground in Terneuzen. The vessel was refloated with assistance and proceeded to Ghent.

Type of Claim Possible hull damage and salvage claim

P&I West of England

Daniella

Self-propelled barge, 1,102 ts

Date of Casualty 22 February 2019

Voyage No details

Cargo Sand

Type of Casualty Allided with a pillar of a bridge on the Ghent-Terneuzen Canal at Sluiskil. The vessel which was breached proceeded to a berth at Sluiskil. Her cargo of sand was lightened to another barge for onwarding.

Type of Claim Allision damage claim

Dong Fang Sheng

Bulk carrier, IMO 8915976, Built 1990, 69,306 dwt

Date of Casualty 23 February 2019

[Further casualties overleaf ▣](#)

Voyage Tangshan to Beitun, China

Cargo No details

Type of Casualty Collided with a fishing vessel in the East China Sea 80 miles east south east of Ningbo, China. The fishing vessel sank and five of her seven crew are missing. The bulk carrier anchored off Ningbo for investigations and remains there.

Type of Claim Collision damage claim

Don Peppino/Benito Buono ▣

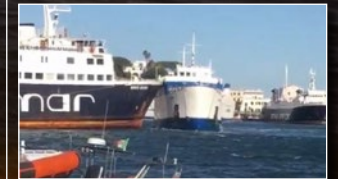
Don Peppino – Passenger ro-ro, IMO 6410776, Built 1964, 288 dwt

Benito Buono – Ferry, IMO 6809719, Built 1968, 610 dwt

Date of Casualty 23 February 2019

Type of Casualty The *Don Peppino* collided with the *Benito Buono* whilst departing Ischia, Italy. The weather was stormy at the time. Click [here](#) for video.

Type of Claim Collision damage claim



IN OTHER NEWS

On 23 February 2019 some 35 vessels moored at Muara Baru, Penjaringan, North Jakarta were destroyed as fire swept through the harbour. ▣ Click [here](#) for video.



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NEW CASUALTIES - Continued - edition 309



Joy H ▢

General cargo vessel, IMO 9148738, Built 1997, 7,925 dwt

Date of Casualty 23 February 2019

Voyage Alexandria, Egypt to Porto Nogaro, Italy
Cargo Salt

Type of Casualty Ran aground near the breakwater whilst trying to enter the Margreth Port in San Giorgio di Nogaro. The vessel was refloated with tug assistance.

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



Galesus ▢

Tug, IMO 9056105, Built 1992, 248 dwt

Date of Casualty 23 February 2019

Type of Casualty Grounded during a salvage attempt at Bari, Italy.

Type of Claim Possible damage and salvage claim

P&I Standard Club

Volga-4007/Erdogan Bey

Volga-4007 - General cargo vessel with container capacity, IMO 8728816, Built 1989, 6,277 dwt

Erdogan Bey - Passenger cruise vessel, IMO 9005869, Built 1994, 1,982 dwt

Date of Casualty 23 February 2019

Type of Casualty The *Erdogan Bey* dragged at anchor during storms and struck the *Volga-4007*.

Type of Claim Collision damage claim

Irini

Dredger, IMO 6404363, Built 1957, 813 dwt

Date of Casualty 23 February 2019

Voyage Working in the port of Mykonos

Cargo 915 m³ of gravel

Type of Casualty Blown from its mooring and ran aground near Paleo Port, Mykonos. The vessel was refloated by the tug *Karapiperis* the following day.

Type of Claim Possible salvage claim

Hafid/Maersk Kara

Hafid - Product tanker, IMO 9183257, Built 1999, 47,228 dwt

Maersk Kara - Combined chemical and oil tanker, IMO 9374428, Built 2008, 38,396 dwt

Date of Casualty 24 February 2019

Type of Casualty The *Hafid* struck the *Maersk Kara* which was loading cargo at Umm Qasr, Iraq

Type of Claim Collision damage claim

P&I West of England / Gard

Hoegh London

Vehicle carrier, IMO 9342205, Built 2008, 27,100 dwt

Date of Casualty 24 January 2019

Voyage Tangier, Morocco to Gemlik, Turkey

Cargo Vehicles

Type of Casualty The vessel and her cargo suffered damage after encountering storms in the Mediterranean south of Sicily. The vessel sought shelter in Pozzallo.

Type of Claim Damage claims and possible General Average declaration

P&I Gard



Le Leviathan II - LS 918506 ▢

Fishing vessel, 17 gt

Date of Casualty 25 February 2019

Type of Casualty Ran aground on rocks near Les Sables-d'Olonne. The crew were evacuated by helicopter.

Type of Claim Possible hull damage and salvage claim


Dragon Star 1 ▢

Ferry, 120 gt

Date of Casualty 25 February 2019

Type of Casualty The vessel caught fire shortly after departing Kuah Terminal, Langkawi Island, Malaysia. All the passengers evacuated the ferry with some jumping into the sea. Two passengers were reported as injured.

Type of Claim Fire damage and possible passenger claims

Access all our previous casualty newsletters here 

Qing Yun Shan

Bulk carrier, IMO 9741516, Built 2015, 63,442 dwt

Date of Casualty 25 February 2019

Voyage Alexandria, Egypt to Barranquilla port, Colombia

Cargo 36,435 m³ of clinker

Type of Casualty Disabled whilst entering Barranquilla port. The vessel was assisted by tugs.

Type of Claim Possible salvage claim

Partizan

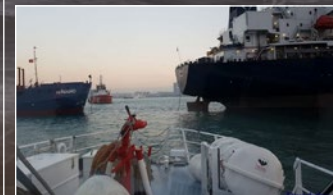
General cargo vessel, IMO 9113020, Built 1996, 5,820 dwt

Date of Casualty 25 February 2019

Voyage Nakhodka, Russia to Pohang, Korea
Cargo Scrap

Type of Casualty Suffered an explosion and a fire which left two holes in the vessel's forward hull above the water line. The vessel is continuing. All crew were reported to be safe. The vessel is subject to sanctions.

Type of Claim Hull damage claim



Navaho/Oxana V ▢

Navaho - General cargo vessel with container capacity, IMO 9220445, Built 1999, 5,221 dwt

Oxana V - Bulk carrier, IMO 9077317, Built 1995, 44,809 dwt

Date of Casualty 26 February 2019

Voyage Tekirdag, Turkey to Black Sea / Yalova, Turkey to Black Sea

Cargo In ballast / In ballast

Type of Casualty The *Navaho* came too close to the anchored *Oxana V* whilst manoeuvring to anchor at the Zeytinburu Anchorage, Istanbul, Marmara sea and her anchor chain became entangled with the *Oxana V*'s propeller.

Type of Claim Collision claim

CASUALTY FOLLOW-UP



Nu Shi Nalini - editions 273, 279 & 300 -

samples of the naphtha cargo have been taken from the vessel's cargo tanks and sent for analysis. The vessel which suffered an explosion and subsequent fire in her engine room whilst anchored 14.5 miles southwest of Kochi on 13 June 2019, remains anchored off the port with a tug in attendance.

Helge Ingstad ▢ - editions 294, 295, 296, 297, 298, 299, 302, 303, 304, 307 & 308 - the operation to raise the wreck of the frigate commenced yesterday with the cables and chains securing the vessel to the shore were cut. The whole operation is expected to take to six days. Click [here](#) for video.

James Robert - RI 524 - editions 303 & 306 - the vessel has broken in two off Rindby Strand on Fanø. In the afternoon of 21 February 2019 a team of divers from Esbjerg tried again to locate and empty a tank of hydraulic oil. Previous attempts had failed.

Maestro & Candy - editions 304, 305 & 307 - the fires on board both vessels are reported as being fully extinguished. The vessels will be taken for further inspections.

APL Vancouver - editions 306, 307 & 308 - salvage services under the LOF salvage contract are continuing at Singapore.

Solomon Trader ▢ - editions 307 & 308 - Resolve Salvage have been contracted to remove the wreck of the bulk carrier which, after grounding on a reef off Rennel Island in the Solomon Islands, a World Heritage site, on the 4 February 2019, has been declared a total loss. Barges are alongside the vessel. The has been some loss of oil from the vessel which has been found along the shoreline. AMSA has deployed an expert to work with the Solomon Islands Government and survey flights have been undertaken with an estimated 60 m³ of heavy fuel oil observed around the grounding site. The vessel has more than 600 m³ of bunkers remaining on board.

