

# Roose + Partners

## Casualty Newsletter 315

10th April 2019

### FEATURE CASUALTY

## Al Fayrouz

Ro-ro cargo vessel, IMO 7822512, Built 1980, 2,901 dwt

**Date of Casualty** 8 April 2019

**Voyage** Suez, Egypt to Djibouti

**Cargo** General cargo

**Type of Casualty** Total loss by fire

**Type of Claim** Fire damage and possible salvage or total loss

**P&I** MS Amlin

On 8 April 2019 the Panamanian flagged ro-ro cargo vessel *Al Fayrouz* caught fire whilst transiting the southern Red Sea bound for Djibouti.

The 1980 built vessel was loaded with general cargo from Suez and was some 60 nm west of Farasan Island when the fire was noted by the crew. Farasan Island is located 50 km from the port of Jizan in Saudi Arabia. It is the largest island in the Farasan Islands archipelago which are part of Saudi Arabia and which is made up of some 84 coral islands. The area is a Marine Protected Area, established in 1996.

The 101 metre long *Al Fayrouz* had a crew of 31 on board at the time of the fire. The Saudi Royal Naval Forces frigate *Riyadh*, the patrol vessel *Al-Ashiq* and a vessel operated by the

Saudi Border Guard were deployed to assist after the vessel's distress signal was received by MRCC France via INMARSAT and then directed to the Maritime Rescue Co-ordination Centre of the Red Sea and Gulf of Aqaba in Jeddah (JMRCC). With the crew unable to control the spread of the fire the decision was taken to evacuate the crew. They were transferred onto the frigate and taken to Jizan.

The vessel was left drifting and burning although authorities continued to monitor her having regard to her proximity to the environmentally sensitive area. The vessel is owned and operated by Medmarine Shipping Company Limited and they are working with the authorities on a salvage plan.



### NEW CASUALTIES

#### Tango Sol ▣

General cargo vessel with container capacity, IMO 9155901, Built 1997, 6,067 dwt

**Date of Casualty** 29 March 2019 – Late Notification

**Voyage** Rotterdam, Netherlands to Hartlepool, UK

**Cargo** No details

**Type of Casualty** The vessel developed a serious list whilst docked at the Victoria quay in Hartlepool. Operations to correct the list continue.

**Type of Claim** Salvage operations

#### Toledo Bay

Yacht, No other details

**Date of Casualty** 3 April 2019

**Type of Casualty** Got into difficulty after losing its mast 160 miles west of Pointe de Penmarc'h, France. One person was lost overboard, the other person was rescued and winched off the yacht. The yacht was left drifting.

**Type of Claim** Possible salvage or total loss and loss of life claim

#### Novo Touriñán

Fishing vessel, No other details

**Date of Casualty** 3 April 2019

**Type of Casualty** Suffered engine failure and was drifting towards the shore off the Island of Portiño-a-Coruna, Spain. Salvamento Marítimo assisted and towed the vessel into La Coruña.

**Type of Claim** Possible salvage claim



#### Bistari 8 ▣

General cargo vessel, IMO 8410926, Built 1984, 1,181 dwt

**Date of Casualty** 4 April 2019

**Voyage** Pontianak, Indonesia to unknown destination

**Cargo** No details

**Type of Casualty** A crane on the vessel collapsed during cargo operations at Pontianak in Western Kalimantan. Two dock workers were killed.

**Type of Claim** Damage and loss of life claims

**P&I** MS Amlin

#### Baltic Sapphire

Combined chemical and oil tanker, IMO 9443425, Built 2009, 37,250 dwt

**Date of Casualty** 4 April 2019

**Voyage** Santa Panagia, Italy to Syros, Greece

**Cargo** No details

**Type of Casualty** Suffered a technical failure near the Bozcaada anchorage, Turkey. Tug *Christos XXII* was contracted to tow the vessel to Syros, Greece.

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

**P&I** Standard Club

#### Agios Nikolaos ▣

Tug, IMO 7229473, Built 1972, 217 dwt

**Date of Casualty** 4 April 2019

**Type of Casualty** Suffered water ingress whilst at the entrance to Gaios Port on the island of Paxos, Greece. Booms were placed around the vessel which was later taken in tow by the tug *Christos XXXIV* and berthed in Gaios port.

**Type of Claim** Possible salvage claim



Further casualties overleaf ▶

#### Laureline

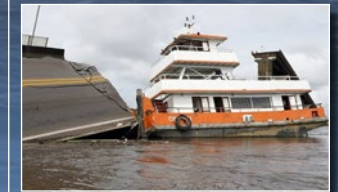
Ro-ro, IMO 9823352, Built 2019, 20,615 dwt

**Date of Casualty** 5 April 2019

**Type of Casualty** Allided with bollards whilst departing the port of Dublin. The vessel suffered a small breach above the waterline.

**Type of Claim** Allision damage claim

**P&I** Gard



#### Vo Maria ▣

Pusher tug, No other details

**Date of Casualty** 6 April 2019

**Type of Casualty** The tug, pushing a loaded barge, allided with a bridge on the Moju river, Para State, Brazil causing a section of the bridge to collapse. Two vehicles on the bridge fell into the river.

**Type of Claim** Allision and possible loss of life claims



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## NEW CASUALTIES - Continued - edition 315

### Oldenburg

Passenger cruise vessel, IMO 5262146, Built 1958, 72 dwt

**Date of Casualty** 6 April 2019

**Type of Casualty** Whilst enroute from Bideford to Lundy Island the vessel fouled her propeller from a mooring line and required tug assistance.

**Type of Claim** Possible salvage type claim

### Hidraferja

Ro-ro, IMO 9237981 Built 2001, 350 dwt

**Date of Casualty** 7 April 2019

**Type of Casualty** Suffered a blackout and allided with the pier at Flekkefjord, Norway. The vessel was then intentionally grounded to avoid further damage.

**Type of Claim** Allision and hull damage claim

**P&I** Gard

### BBC Amethyst

General cargo vessel, IMO 9504724, Built 2012, 14,452 dwt

**Date of Casualty** 7 April 2019

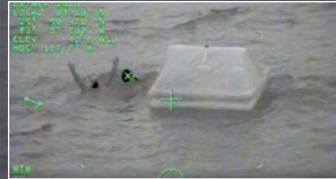
**Voyage** Norrköping, Sweden to Rotterdam, Netherlands

**Cargo** No details

**Type of Casualty** Allided with the control centre of the Kiel-Holttenau Lock in Kiel causing damage to the centre. The vessel was permitted to continue her transit of the canal.

**Type of Claim** Allision damage claim

**P&I** Swedish Club



### Miss Satoria

Fishing vessel, No other details

**Date of Casualty** 8 April 2019

**Type of Casualty** Sank 90 miles west of Naples, Florida, USA. The cruise ship *Norwegian Pearl* diverted to assist the three crew members but the crew were picked up by a Coast Guard helicopter.

**Type of Claim** Total loss claim

### Lunamar

General cargo with container capacity, IMO 9551662 Built 2010, 5,134 dwt

**Date of Casualty** 8 April 2019

**Voyage** Boulogne, France to Lulea, Sweden

**Cargo** No details

**Type of Casualty** Allided with the small southern lock whilst entering the Kiel Canal. The vessel was pulled into Brunsbüttel for inspection.

**Type of Claim** Allision damage claim

**P&I** Swedish Club

### Gem Star

Passenger ro-ro, IMO 5109227, Built 1962, 140 dwt

**Date of Casualty** 8 April 2019

**Type of Casualty** Caught fire whilst undergoing welding works at Kingstown.

**Type of Claim** Fire damage claim



### Grande San Paolo

Ro-ro cargo, IMO 9253208, Built 2003, 26,169 dwt

**Date of Casualty** 9 April 2019

**Voyage** to Santos, Brazil

**Cargo** Vehicles

**Type of Casualty** The vessel suffered damage during offloading operations when a truck came loose and hit the vessel catching fire.

**Type of Claim** Fire damage claim

**P&I** North of England

### Ultimo XL

Self-propelled barge, 359 ts

**Date of Casualty** 9 April 2019

**Voyage** Stein to Coevorden, Netherlands

**Cargo** 300 m<sup>3</sup> of fertiliser

**Type of Casualty** Suffered water ingress whilst on the Maas near Roffart in Baarlo. The vessel moored at Belfeld Lock and the ingress was stabilised using pumps. Inspections revealed two cracks aft.

**Type of Claim** Possible cargo damage



### St. Pope John Paul II

Passenger ro-ro, IMO 8217051, Built 1984, 4,759 dwt

**Date of Casualty** 9 April 2019

**Type of Casualty** Suffered a blackout whilst proceeding to Cebu in the Philippines. The ro-ro was towed into Cebu by tugs.

**Type of Claim** Possible salvage type claim

Access all our previous casualty newsletters here

## INTERNATIONAL SALVAGE UNION

The aim of our Casualty Newsletter is to provide a weekly, informative summary of marine casualties and we want to highlight the work of the International Salvage Union (ISU) which represents the interests of salvage companies worldwide. The ISU produces a quarterly newsletter, *Salvage World*, which contains information on the salvage activities of its members and other relevant matters and it often refers to the casualties we have featured. The first edition of 2019 can be viewed by clicking on the link [here](#).

## CASUALTY FOLLOW-UP



### Sheng Long Yu No. 21

– edition 241 – Tenders have been invited for the clean-up and removal of the fishing vessel which ran aground on the Marutea Nord atoll in Tuamotu on 5 November 2017. Companies wishing to tender have under 26 April 2019 to submit their plan to the DPAM. The owner has failed to respond to orders to remove the vessel despite heavy fines being put in place.

**Sola TS and Helge Ingstad** – editions 294, 295, 296, 297, 298, 299, 302, 303, 304, 307, 308, 309, 310 & 314 – the Norwegian police have registered the pilot on board the tanker, the duty officer on board the frigate and an employee at the VTS centre in Fedre as suspects responsible for the collision on 9 November 2018. All have been identified as playing key roles in the accident. The pilot is considered to have broken navigation rules regarding the tanker's course and gave incorrect signals to the frigate. The duty officer on the *Helge Ingstad* is also alleged to have breached the rules of navigation and the VTS centre employee is facing charges of serious negligence having had responsibility for controlling traffic in the area.

**Yantian Express** – editions 302, 303, 304, 305, 306 & 307 – the vessel's owners Hapag Lloyd have still yet to make a decision on the onforwarding arrangements for the sound cargo. All the damaged boxes have been removed with the

unaffected containers being left on board the containership. Any boxes offloaded and subsequently determined to be fit to go forward will not be reloaded on to the *Yantian Express*. The Adjusters are still collecting General Average and Salvage security and much of the cargo is still unsecured.

**Cardium** – editions 311, 312, 313 & 314 – the aft section of the barge was raised by salvors Multraship and Hebo Maritime on 8 April 2019. Three sheerlegs were used to lift the section to the surface and then removal of the cargo and dewatering of the accommodation commenced. The 85m long section was then transported to the Sloehaven in Terneuzen.

**Viking Idun and Chemical Marketer** – edition 314 – the *Viking Idun* was sufficiently seaworthy to proceed to a repair yard and departed Terneuzen on 2 April 2019 for the Damen Ship repair Yard in Amsterdam. The *Chemical Marketer* offloaded her cargo in Flushing. It has since been reported that after departing Antwerp and prior to the collision, the *Viking Idun*, grounded on a sandbank after narrowly avoiding a collision with another vessel. The vessel refloated and proceeded only to then collided with the tanker.

**Sequana** – edition 307 – the fire damaged vessel has been towed to its home port of Maasbracht for repairs.

