

FEATURE CASUALTY

Genesis River/Voyager

Genesis River – LPG carrier, IMO 9791224, Built 2018, 54,149 dwt

Voyager – Tug, No other details

Date of Casualty 10 May 2019

Voyage Houston, USA to Port Said, Egypt / No details

Cargo LPG / Barges with reformate

Type of Casualty Collision

Type of Claim Collision damage claim and clean-up operations

P&I Japan Shipowners

At 1515 hours on 10 May 2019, as the liquefied petroleum gas carrier *Genesis River* was transiting the Houston Ship Channel, she came into contact with two tank barges which were being towed by the tug *Voyager*. Both barges suffered serious damage and part of the gasoline product they were carrying was lost into the Channel.

The 2018 built *Genesis River* was proceeding down the channel having departed the port of Houston shortly before. She was just east of Barbour's Cut when she collided with the tank barges which were each carrying 25,000 barrels of reformate. One of the barges, *MMI 3041*, capsized and the other, *Kirby 3001ST*, was left seriously damaged amidships where the bow of the *Genesis River* struck. The executive vice-president of Kirby Corporation, the owner of the barges, later confirmed that

the bow of the *Genesis River* went through the port tank into the starboard tank of one of the barges prevented any efforts to contain the cargo. Some 11,280 gallons of reformate, which is blended with gasoline to boost octane, has been estimated as having been lost into the river.

Local authorities immediately suspended traffic in the Channel between Light 61 to Light 75. A Port of Houston Fire Department fireboat plus oil spill response, air monitoring and salvage personnel were immediately deployed to the site. Emergency responders placed containment booms around the barges and sensitive areas along the nearby bay.

The tanker, which was suffering from damage to her bow, was taken to Shady Oaks harbour, close to the site of the collision where she was berthed. She has since proceeded to the Bayport Container terminal. The capsized barge was intact but was blocking the Channel and the tug was not affected.

Clean-up operations and work to pump out the remaining cargo and salvage the damaged barges continues. Air and water quality tests are being continuously undertaken. Oyster harvesting and fishing in the area has been halted.

The Houston Ship Channel, which connects the refining hubs of Houston and Texas City to the Gulf of Mexico was re-opened on 12 May 2019 with restrictions in place. There were 44 vessels waiting to enter the channel and 37 vessels waiting to leave.

NEW CASUALTIES

Waterway

General cargo vessel with container capacity, IMO 9143594, Built 1996, 1,454 dwt

Date of Casualty 7 May 2019 – Late Notification

Voyage Awaiting orders

Cargo In ballast

Type of Casualty Ran aground east of Bilbao, Spain. Part of the crew were evacuated by helicopter. The remaining crew stayed to refloat the vessel which was later berthed in Bilbao with tugs in escort.

Type of Claim Possible hull damage

Israfil Huseynov

Pipe layer, IMO 8705125, Built 1990, 7,211 dwt

Date of Casualty 8 May 2019

Type of Casualty Suffered a fire on board whilst in the Caspian Sea south of Baku, Azerbaijan. Fourteen people suffered varying injuries, with three in a critical condition.

Type of Claim Fire damage and injury claims
P&I Hydor AS

Seatruck Performance

Ro-ro, IMO 9506227, Built 2012, 5,600 dwt

Date of Casualty 8 May 2019

Voyage Warrenpoint to Heysham, UK

Cargo No details

Type of Casualty Ran aground at the

entrance to Carlingford Lock. The vessel refloated by her own means and returned to Warrenpoint. She had water ingress and a portside list.

Type of Claim Hull damage claim
P&I North of England

Eirini P

Bulk carrier, IMO 9284879, Built 2004, 76,466 dwt

Date of Casualty 8 May 2019

Voyage New Orleans, USA to Singapore

Cargo No details

Type of Casualty Grounded near New Orleans.

Type of Claim Possible hull damage, salvage claim and/or General Average declaration
P&I UK Club

Teng Ming Yang No. 268

Fishing vessel, 99 gt

Date of Casualty 8 May 2019

Type of Casualty Caught fire and sank 1,100 km from Durban. The Maersk Santos, en route from Santos to Singapore, diverted to assist the crew who had abandoned the vessel into life-rafts, but was later stood down after a sister vessel was diverted.

Type of Claim Total loss claim

P Russel/Joker

P Russel – Product tanker, IMO 9223265, Built 2002, 37,808 dwt

Joker – Bulk carrier, IMO 9448578, Built 2012, 57,982 dwt

Date of Casualty 8 May 2019

Voyage Tanjung Lagsat, Malaysia to Chittagong, Bangladesh / Santos, Brazil to Chittagong, Bangladesh

Cargo 28,125 m³ of gas oil, / Soya beans

Type of Casualty The *P Russel* collided with the *Joker* which was anchored at the Chittagong outer anchorage. The *Joker* suffered water ingress into her cargo hold no. 4. Discharge of the water affected cargo commenced on 11 May 2019.

Type of Claim Collision damage claim

P&I Skuld / Standard Club



Esvagt Beta

Research vessel, IMO 8817746, Built 1991, 1,157 dwt 1991

Date of Casualty 8 May 2019

Type of Casualty Contacted the seabed in Gradyb near Esbjerg, Denmark.

Type of Claim Possible hull damage claim

P&I Gard

4Ever Wild

Tourist catamaran, No other details

Date of Casualty 9 May 2019

Type of Casualty Struck rocks and began taking on water close to Whidbey Island, Canada during a whale watching expedition. The vessel had 41 passengers on board. They were evacuated and

Further casualties overleaf ▶

transported back to Victoria. The vessel was then run aground to prevent her sinking. Click [here](#) for video.

Type of Claim Hull damage, salvage and passenger claims

New Beginning

Bulk carrier, IMO 9622796, Built 2013, 56,098 dwt

Date of Casualty 9 May 2019

Voyage Ngo Bay, New Caledonia to Japan

Cargo Nickel ore

Type of Casualty Developed a 10° list thought to be the result of liquefaction. The vessel turned back to Ngo Bay arriving on 12 May 2019 with a tug escort.

Type of Claim Possible General Average declaration

P&I Japan Shipowners

Aurelia

Passenger ro-ro, IMO 7602120, Built 1980, 3,250 dwt

Date of Casualty 9 May 2019

Type of Casualty Disabled in rough seas off the Croatian coast. The ferry had 250 passengers and 92 crew on board. Tugs were deployed to assist the drifting vessel. Attempts to evacuate the passengers using shuttle boats were abandoned due to the prevailing poor weather.

Type of Claim Possible salvage claim

P&I Steamship Mutual

Bo Hai Ma Zhu

Passenger ro-ro, IMO 9723461, Built 2015, 7,503 dwt 09 May 2019

Date of Casualty 9 May 2019

Type of Casualty Suffered a fire whilst in the



Roose + Partners

NEW CASUALTIES - Continued - edition (320)

Yellow Sea en route from Yantai to Dalian, China. The vessel proceeded under her own power back to Yantai where the passengers were evacuated. The fire was brought under control.

Type of Claim Fire damage claim

Phuong Nam 09

General cargo vessel, IMO 8925737, Built 1995, 623 dwt

Date of Casualty 9 May 2019

Voyage No details

Cargo No details

Type of Casualty Sank in the Gulf of Tonkin South of Hai Phong, Vietnam. Her six crew members evacuated the vessel and were rescued five hours later.

Type of Claim Total loss claim



Express 1/Baltic Condor

Express 1 - Passenger ro-ro, IMO 9501590, Built 2009, 1,400 dwt

Baltic Condor - Charter fishing vessel, No other details

Date of Casualty 10 May 2019

Type of Casualty The vessels were in collision just after the ferry departed Rønne bound for Ystad. One person from the fishing vessel fell overboard and suffered broken ribs. There was dense fog in the area at the time. The *Baltic Condor* was towed back to port.

Type of Claim Collision damage claim

P&I Skuld



Sylt Express

Ferry, IMO 9321823, Built 2005, 660 dwt

Date of Casualty 10 May 2019

Type of Casualty Ran aground off Rømø island shortly after departing Havneby.

Type of Claim Possible hull damage and salvage claim

P&I Hanseatic

Hav Nordic

General cargo vessel with container capacity, IMO 8719085 3013 1990

Date of Casualty 10 May 2019

Voyage Antwerp, Belgium to Skagen, Denmark

Cargo No details

Type of Casualty Grounded at Skagen. The vessel was able to refloat under her own power and berthed at the Sildemøls Quay where she underwent survey.

Type of Claim Possible hull damage claim

Pal Palych

General cargo vessel with container capacity, IMO 8315499, Built 1984, 3,043 dwt

Date of Casualty 10 May 2019

Voyage Kavkaz, Russia to Ambarli, Turkey

Cargo Loaded, no details

Type of Casualty Disabled in the Black Sea at the northern entrance of the Istanbul Strait. A tug towed the vessel to Ambarli. Coastal Safety tugs were also involved in providing escort services during the transit of the Strait.

Type of Claim Possible General Average declaration

P&I Turk P&I



Cathy Jo

General cargo vessel with container capacity, IMO 9419278, Built 2008, 5,960 dwt 2008

Date of Casualty 12 May 2019

Voyage Istanbul, Turkey to Szczecin, Poland

Cargo 5,400 m³ of soda

Type of Casualty Disabled in the Bay of Biscay 83 miles west of Penmarc'h following an engine room fire. The *MROCC Corser* dispatched two technicians and six fire fighters to the vessel by helicopter. The tug *Abeille Bourbon* was also deployed. The fire was extinguished and the vessel was towed into Brest by the *Abeille Bourbon* arriving on 13 May 2019.

Type of Claim Fire damage, possible General Average declaration

P&I UK Club

Boteira Primeiro

Fishing vessel, IMO 9252113, Built 2002, 115 dwt

Date of Casualty 13 May 2019

Type of Casualty Grounded on rocks the Sargo lighthouse, near Ribeira. The vessel was refloated and escorted to Ribeira.

Type of Claim Possible hull damage and salvage claim

Port Arthur

Tug, Built 2018

Date of Casualty 13 May 2019

Type of Casualty A barge under tow of the *Port Arthur* and carrying 3,800 m³ of sand

grounded on the River Volga near Kazan. Salvage operations are underway.

Type of Claim Salvage claim

Grande Europa

Vehicle carrier, IMO 9138381, Built 1998, 18,461 dwt

Date of Casualty 15 May 2019

Voyage Salerno, Italy to Valencia, Spain

Cargo Vehicles

Type of Casualty Reported on fire in the Balearic Sea near the island of Cabrera, south of Majorca. 14 crew have been evacuated whilst others remained to fight the fire. Tugs are proceeding to the area.

Type of Claim Fire damage and salvage claim

P&I Standard Club

IN OTHER NEWS

Four commercial vessels were damaged at the Fujairah anchorage in the Gulf of Oman on 12 May 2019. The damages, holes in the vessels hulls, are thought to be the result of sabotage and are being investigated. The affected vessels are *Andrea Victory* (Combined chemical and oil tanker, IMO 9288849), *Al Marzoqah* (Product tanker IMO 9165762), *A. Michel*, (Bunkering tanker, IMO 9177674) and *Amjad* Crude oil tanker, IMO 9779800.

In another act of sabotage, the self-propelled barge *Arsianco* (1,430 ts) sank in the port of Moerdijk won 10 May 2019. Police officers had earlier found the vessel housed a mobile drug laboratory and was loaded with boxes of crystal meth. Four people; three Mexicans, were detained. The vessel began sinking after police believe a system to flood the hold was set off remotely. An oil boom was placed around the ship by Rijkswaterstaat and work was undertaken to clear the contaminated water from the vessel whilst trying to preserve evidence. Over 300 litres of methamphetamine oil have been seized.

CASUALTY FOLLOW-UP



Southern Phoenix - editions 215, 216, 223, 225, 248, 285, 294, 297 & 311 - the vessel, which has been stabilised and cleaned of all hazardous materials, will be towed to a position six miles from the reef out of Suva harbour during the course of this week to be sunk at a depth of 1000m. the operation is subject to weather conditions.

Maersk Honam - editions 258, 259, 260, 261, 262, 263, 264, 265, 267, 268, 270, 271, 274, 283, 303 & 308 - after work to remove debris and pollutants, the fire damaged forward section of the containership has been towed from Jebel Ali.

Yantian Express - editions 302, 303, 304, 305, 306, 307, 315, 316 & 319 - the owners of the containership are expected to complete the provision of bridging security to enable the vessel to proceed. The vessel is expected to depart for Halifax today. Cargo which has been fully secured by the time the vessel reaches Halifax will then be allowed to go forward. Unsecured cargo will remain held in the control of Hapag Lloyd.

Maestro - editions 304, 305, 307 & 309 - the harbour master in Kerch has issued a towage certification for the fire damaged vessel following assessment of the damage. The vessel was then taken in tow bound for Aliaga for scrapping. The vessel's passage permission through the Istanbul Strait was suspended by the Turkish authorities after a

claim was filed against the vessel's owners relating to the fire and deaths of the crew. The vessel was shifted to Haydarpasa and subsequently placed under arrest.

Solomon Trader - editions 307, 308, 309, 310, 311, 314 & 319 - was refloated on 11 May 2019. Survey of the vessel will now be undertaken before she is moved elsewhere. A full environmental assessment of the impact of the grounding will now be undertaken.

Izza - edition 314 - the barge was refloated on 11 May 2019 having been aground in the Danube for 45 days.

Sylve - edition 319 - after being refloated on 3 May 2019 from her grounding position on the River Ouse near Goole the vessel was inspected in Goole after its arrival. A Port State Control inspection was carried out by the MCGA and five deficiencies were recorded. These were remedied and after the main engine was tested the vessel departed Goole on 5 May 2019 bound for Szczecin.

Masonic - edition 319 - the fishing vessel remains aground southeast of Sitka. The vessel is now on her side and is being battered by waves. Salvors were able to plug the fuel vents on 8 May 2019 and attempted to remove the estimated 2,000 gallons of diesel from the vessel on 12 May 2019 but the operation was abandoned due to the conditions.