

### CASUALTY FOLLOW-UP

## KMTC Hongkong

Fully cellular containership, IMO 9157753, Built 1998, 20,999 dwt

**Date of Casualty** 25 May 2019

**Voyage** Ulsan, Korea to Laem Chabang, Thailand

**Cargo** General containerised cargo

**Type of Casualty** Fire

**Type of Claim** Fire damage, possible salvage claim and General Average declaration

**P&I** Korea Shipowners

At 0800 hours local time on 25 May 2019, whilst the fully cellular containership *KMTC Hongkong* was berthed at Laem Chabang in Thailand, fire erupted in containers on board leading to an evacuation of the local area due to the release of smoke and poisonous gases from the casualty. Witnesses reported hearing an explosion before the fire took hold and debris from the vessel was found on the local highway.

The *KMTC Hongkong* had arrived from Ulsan in Korea earlier in the day and was undergoing discharge operations when the explosion occurred.

On arrival she was carrying 676 containers, 443 of which had been offloaded to the shore. Local fire-fighters attended the vessel and the fire was finally brought under control in the morning of 26 May 2019 but not before chemicals including formaldehyde and chlorine gas were released into the air. Over 200 people are reported to have been affected by fumes with many remaining hospitalised. Booms have been placed around the vessel to prevent further contamination of the waters.

Although investigations into the fire continue, the port authorities have indicated that the fire started in a container loaded with calcium hypochlorite and chlorinated paraffin wax. They have further stated that the chemicals were not declared to the Thai customs. Officials have asked locals to report if they have been affected by the casualty. Over 1,000 claims have been registered and present estimates suggest claims will exceed USD3million.

35 containers are reported to have been seriously damaged or destroyed including five tank containers loaded with liquid paraffin and 13 containers loaded with calcium hypochlorite. There is also wetting damage from extinguishing water. As a consequence the shipowners have declared General Average and have appointed KORHI Average Adjusters & Surveyors Ltd. Roose+Partners are representing part cargo on board the vessel. [Click here](#) and [here](#) for video.



### NEW CASUALTIES

#### Golden Bear

Training ship, IMO 8834407, Built 1989, 6,974 dwt

**Date of Casualty** 21 May 2019 – Late Notification

**Type of Casualty** Allided with a pier crane while berthing at Bridgetown, Barbados. The mast of the ship was damaged. The ship is on a two month training voyage and has 270 marine cadets on board.

**Type of Claim** Allision damage claim



#### Platinum Ray

Vehicle carrier, IMO 9210438, Built 2000, 21,400 dwt

**Date of Casualty** 22 May 2019

**Voyage** Ulsan, Korea to US ports

**Cargo** Cars

**Type of Casualty** A fire broke out on the vessel during loading operations. Local fire-fighters attended. The fire was brought under control using the vessel's CO<sub>2</sub> system and water. 30 cars on the first deck and 31 cars on the second deck were destroyed. Three people were treated for smoke inhalation. All of the cargo will be discharged and inspected.

**Type of Claim** Fire damage claims

**P&I** West of England



#### Sea Crown/Bravo Trader

*Sea Crown* – General cargo vessel, No other details

*Bravo Trader* – General cargo vessel with container capacity, IMO 9149665, Built 1997, 29,534 dwt

**Date of Casualty** 23 May 2019

**Voyage** n/a / Xiamen, China to Chittagong, Bangladesh

**Cargo** 1,100 m<sup>3</sup> of stone

**Type of Casualty** The lighter ship, which was carrying stone from the *Bravo Trader*, suffered structural failure and sank on the river Karnaphuli.

**Type of Claim** Wreck removal and possible salvage claim

**P&I** No details / Korea Shipowners

#### Nicolaije

Tank barge, Built 1957, 625 ts

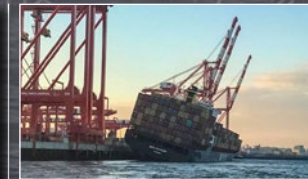
**Date of Casualty** 24 May 2019

**Voyage** Eemshaven to Groningen

**Cargo** Cement

**Type of Casualty** Suffered flooding to the engine room whilst moored on the Ems Canal in Overschild at the Bloemhof Bridge. Local fire brigades attended who had to formulate a plan to deal with the contaminated water.

**Type of Claim** Damage and salvage claims



#### MSC Matilde

Fully cellular containership, IMO 9181663, Built 1999, 67,615 dwt

**Date of Casualty** 24 May 2019

**Voyage** Liverpool

**Cargo** General containerised cargo

**Type of Casualty** Suffered a loss of stability and began listing to starboard whilst berthed at Liverpool, UK. The crew left the vessel as a precaution. The Crosby Coastguard Rescue team and the RNLI Hoylake together with tugs were deployed to provide assistance. After ballasting operations the vessel was brought to an even keel.

**Type of Claim** Port claims

**P&I** West of England

#### Icdas-5

General cargo vessel, IMO 9829916, Built 2019, 15,620 dwt

**Date of Casualty** 24 May 2019

**Voyage** Icdas, Turkey to Rotterdam, Netherlands

**Cargo** No details

**Type of Casualty** Suffered engine failure whilst transiting the Aegean Sea. The tug *Pantanasassa* was contracted to provide assistance to the vessel.

**Type of Claim** Possible salvage claim

[Further casualties overleaf](#)

#### Skandi Carla

Support vessel, IMO 9239446, Built 2001, 4,400 dwt 2001 Fire/explosion Assuranceforeningen Gard support

**Date of Casualty** 24 May 2019

**Type of Casualty** Suffered a fire on board which was extinguished by the crew.

**Type of Claim** Fire damage claim

**P&I** Gard

#### Jin Hai Xiang

Bulk carrier, IMO 9118824, Built 1994, 69,121 dwt

**Date of Casualty** 25 May 2019

**Voyage** Longyan port, China

**Cargo** None

**Type of Casualty** Ten workers were killed and nineteen were injured on board the vessel following a carbon dioxide leak during maintenance work, at Longyan port in China. One crew member has been arrested.

**Type of Claim** Loss of life claims

**P&I** North of England

#### Minx/Vision

*Minx* – Yacht, No other details

*Vision* – Yacht, No other details

**Date of Casualty** 25 May 2019

**Type of Casualty** The *Minx* which was anchored north of the island of Sainte Marguerite, France was struck by the *Vision*. One person on the *Minx* was killed.

**Type of Claim** Collision and loss of life claim



# Roose + Partners

NEW CASUALTIES - Continued - edition 322

## Sensho Maru/Sumiho Maru

*Sensho Maru* – General cargo vessel, IMO 9623075, Built 2011, 1,710 dwt

*Sumiho Maru* – General cargo vessel, IMO 8742666, Built 2008, 499 gt

**Date of Casualty** 26 May 2019

**Voyage** Kashima to Osaka, Japan / Kashima to unknown destination

**Cargo** 1,600 m/t of steel /

**Type of Casualty** The vessels were in collision east of Tokyo, 6 nm south of Inobusaki Cape, Chiba Prefecture, Honshu island. The *Sensho Maru* sank and four of the five crew on board are missing. The is some loss of oil from the sunken vessel.

**Type of Claim** Collision claim and clean-up operations

## Ostrov Sakhalin

Fish factory, IMO 9121089, Built 1995, 1,810 dwt

**Date of Casualty** 26 May 2019

**Type of Casualty** Experienced a fire on board during repairs at Preobrazheniye Ship Repair Yard. The fire originated in the cargo hold and spread to the accommodation. Local fire-fighters were deployed. Click [here](#) for video

**Type of Claim** Fire damage claim



## KMP Swarna Cakra

Ferry, IMO 9199517, Built 1998, 465 dwt

**Date of Casualty** 26 May 2019

**Type of Casualty** Grounded on a reef in Padang Bay in Bali. The 194 passengers were evacuated and the ferry was later refloated.

**Type of Claim** Possible hull damage and salvage claim

## Grande Amburgo

Vehicle carrier, IMO 9246607, Built 2003, 24,900 dwt

**Date of Casualty** 26 May 2019

**Voyage** Dakar, Senegal to Antwerp, Belgium

**Cargo** No details

**Type of Claim** Ran aground on the Western Scheldt bank at Walsoorden. The vessel refloated on the incoming tide and anchored off Hansweert with tug assistance. The following day the vessel proceeded to Antwerp.

**Type of Claim** Possible hull damage and tug claims

**P&I** North of England

## Eastern Bay

Reefer, IMO 9143752, Built 1997, 9,638 dwt

**Date of Casualty** 26 May 2019

**Voyage** Rotterdam, Netherlands to Paramaribo, Suriname

**Cargo** Reefer cargo

**Type of Casualty** The reefer ran aground at the mouth of the Suriname river, Suriname, South America. The vessel was refloated on the incoming tide.

**Type of Claim** Possible hull damage and tug claims for salvage assistance

**P&I** North of England

## Brattingsborg/My Song

*Brattingsborg* – General cargo vessel, IMO 9488035, Built 2010, 12,767 dwt

*My Song* – Yacht, Built 2016, 102 dwt

**Date of Casualty** 26 May 2019

**Voyage** Antigua to Genoa, Italy

**Cargo** General cargo plus yacht

**Type of Casualty** The yacht *My Song*, which was being carried on the *Battingsborg*,

was lost overboard whilst transiting the Mediterranean. The

**Type of Claim** Cargo loss  
**P&I** Standard Club

## Naja Arctica

General cargo vessel with container capacity, IMO 9100229, Built 1994, 9,566 dwt

**Date of Casualty** 26 May 2019

**Voyage** Aalborg, Denmark to Reykjavik, Iceland

**Cargo** General containerised cargo

**Type of Casualty** Allided with and severely damaged a wharf on arrival in Sundahöfn port, Reykjavik.

**Type of Claim** Allision damage claim

**P&I** Skuld



## Steinar Haltbakk

Product tanker, IMO 5012606, Built 1959, 673 dwt

**Date of Casualty** 26 May 2019

**Voyage** Servicing fish-farms

**Cargo** Fuel oil

**Type of Casualty** Grounded on the east side of the island of Svinøy, north of Rørvik,

Access all our previous casualty newsletters [here](#)

## IN OTHER NEWS

Harwich RNLI's volunteer crew assisted the sailing ship *Amitie* on 20 May, after she suffered engine damage whilst en route from Rouen to Great Yarmouth and was drifting 35 miles southeast of Landguard Point. The vessel was laden with 'Friendship ale' brewed in collaboration with a Normandy brewer and the Norfolk Brewhouse for the Norwich City of Ale Festival.



Norway. After being refloated the tanker proceeded to Rørvik.

**Type of Claim** Possible hull damage claim

**P&I** Gard

## New Golden Bridge VII

Passenger and cargo ro-ro, IMO 9813254, Built 2018, 7,500 dwt

**Date of Casualty** 27 May 2019

**Voyage** Incheon, Korea to Weihai, China

**Cargo** General containerised cargo

**Type of Casualty** A container on the cargo deck caught fire shortly before the vessel departed Incheon. The vessel's 420 passengers were evacuated and the fire was extinguished within an hour. The vessel departed later in the evening.

**Type of Claim** Fire damage claim

**P&I** Korea Shipowners

## Saphir BR 787144

Fishing vessel, 10 gt

**Date of Casualty** 28 May 2019

**Type of Casualty** Sank one mile off the north western coast of France. The skipper was rescued by another vessel.

**Type of Claim** Total loss claim

## CASUALTY FOLLOW-UP



**Southern Phoenix** – editions 215, 216, 223, 225, 248, 285, 294, 297, 311 & 320 – the wreck of containership, which sank in Suva Harbour two years ago, was finally removed on 25 May 2019 by Pacific Towing Company Limited. The hull was towed to a scuttling site where it was sunk.

**Sirius Høj** – edition 259 – the sudden capsize of the dredger outside Bogense, Denmark on 10 March 2018 was caused by a rapid change of course and a miscalculation of the composition of the cargo, according to the findings of the Danish Accident Investigation Board: 'The combination of a rapid change of course, as well as the weight of the cargo and material composition with free liquid surfaces, resulted in a heeling moment which was greater than the ship's stabilizing momentum. The ship did not have the tools to effectively determine its stability after loading. Therefore, the determination of the ship's stability depended on an estimate. The load had a greater density than the crew expected. Therefore, the skipper did not realize that the ship was in danger of falling, as he made a quick and big change of course.' The two crew members on board the dredger managed to escape safely from the vessel.

**Yantian Express** – editions 302, 303, 304, 305, 306, 307, 315, 316, 319 & 320 – discharge operations commenced in the port of Halifax, Nova Scotia on 21 May

2019. Although you would ordinarily expect a containership discharge to turn around quickly, the vessel is required to shift to accommodate other scheduled vessels arriving at the port. The discharge will actually take an estimated 85 hours but spread over a period of time. Containers which have yet to be secured for salvage and General Average are being separated and will be held. Once discharge has been completed the vessel is expected to load empty containers and proceed to Asia for permanent repairs.

**Osford** – editions 287, 288 & 294 - the Norwegian Coastal Administration has advised that it will impose fines on the owners of the fishing vessel if it has not been removed from Linesøya in the Åfjord municipality by 30 June 2019. Pro Stål Service in Florø were contracted to remove the wreck in October 2018 but efforts have been slowed over the winter. Only the accommodation block remains above the water.

**Joker** – edition 320 - has been arrested in Chittagong by the owner/importer of the cargo on board which was lost following the collision with the *P Russel* on 8 May 2019.

**Stoli** – edition 321 – was refloated and towed into the port of Propriano, Corsica on 25 May 2019. The salvage operation was completed by the *SNSM Propriano*.

**Grande Europa** – 320 & 321 – arrived under tow in Valencia on 23 May 2019.

