

Roose + Partners

Casualty Newsletter 336

4th September 2019

FEATURE CASUALTY

Conception

Dive boat, 97 gt

Date of Casualty 2 September 2019

Type of Casualty Fire

Type of Claim Total loss and loss of life claims

The dive boat *Conception* caught fire in the early morning of 2 September 2019 whilst the vessel was moored off the north shore of Santa Cruz Island, California leaving 34 people dead.

The *Conception*, which is run by the company Truth Aquatics and is used for chartered trips in the Channel Islands National Park, was on the final day of a scuba diving excursion to San Miguel island taking place over the Labor Day weekend. She had thirty nine people on board including five crew members.

The US Coast Guard received an emergency call at 0330 hours on 2 September 2019 alerting them to a fire on the dive vessel which was moored in Platts Harbour, located about 20 miles off the US mainland coast, near Santa Cruz Island. The five crew members managed to escape the fire using a dinghy and they were taken on board the yacht *Grape Escape* which was moored close by. The crew had been sleeping in the main cabin above

deck. The passengers were sleeping below deck in the passenger accommodation.

Two crew members returned to the *Conception* to search for survivors and fire-fighters from the Santa Barbara County Fire Department arrived within 15 minutes but the fire was so intense they were not able to get on board. Every so often there were explosions from the vessel. Eventually at 0720 hours the dive boat sank in water depth of 20 metres.

Twenty five bodies have so far been recovered. The search for survivors was suspended on 3 September 2019. An investigation into the cause of the fire is underway.



NEW CASUALTIES



Ayu 78

Landing craft, IMO 9515993, Built 2007

Date of Casualty 26 August 2019 – Late Notification

Type of Casualty Sank with two Komatsu excavators and several Cat tipper trucks on board. Click [here](#) for video.

Type of Claim Salvage and damage claim

Ginga Caracal/Zin Fa Cai 66

Ginga Caracal – Chemical tanker, IMO 9426300, Built 2009, 26,015 dwt

Zin Fa Cai 66 – Fishing vessel, No other details

Date of Casualty 26 August 2019 – Late Notification

Voyage Singapore to Shanghai, China / n/a

Cargo No details

Type of Casualty The vessels were in collision 37 km north west of Taichung, Taiwan. Both vessels suffered damage and were escorted into Taichung. No injuries were reported.

Type of Claim Collision damage claim

P&I UK Club / No info

San Antonio

Bulk carrier, IMO 9514066, Built 2012, 55,768 dwt

Date of Casualty 28 August 2019

Voyage Savannah, USA to Ghent, Belgium

Cargo Grain

Type of Casualty Ran aground on the harbour dam at Terneuzen. Tugs *ST Annastrand*, *Union Emerald*, *Union*

Ruby, *Multratug 1* & *Multratug 28* pulled the vessel free and she was towed to Everingen Anchorage. She arrived in Ghent on 29 August 2019.

Type of Claim Possible General Average declaration.

P&I Standard Club

North Star

Chemical tanker, IMO 7382976, Built 1975, 9,648 dwt

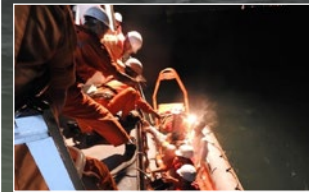
Date of Casualty 28 August 2019

Voyage Willemstad, Curaçao to Barranquilla, Columbia

Cargo 8,000 barrels of crude oil

Type of Casualty Suffered engine failure close to Barranquilla. The tanker was towed into Barranquilla where it discharged its cargo.

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



Thai Thuy 88

General cargo vessel, IMO 8666329, Built 2009, 3,213 dwt

Date of Casualty 29 August 2019

Voyage Quang Ninh to Can Tho, Vietnam

Cargo 3,200 m/t of coal

Type of Casualty Suffered engine failure and a loss of stability off the coast of Vietnam during the passage of typhoon

Podul. The vessel later sank. Her crew were rescued from the sea by the commercial vessel *Nuc Nam 1*.

Type of Claim Total loss claim

LSDH 91 Sargento Aldea

Chilean amphibious assault ship, Built 1990, 1,200 disp

Date of Casualty 29 August 2019

Type of Casualty Suffered an explosion and fire whilst off Talcahuano Navy Base, Concepcion, Chile. Three crew members were injured.

Type of Claim Injury claims

Lady Nola

General cargo vessel, IMO 9243863, Built 2002, 3,002 dwt

Date of Casualty 30 August 2019

Voyage Saint Brieuc, France to Fowey, UK

Cargo 2,800 m/t of china clay

Type of Casualty Grounded on rocks at the entrance to the port of Fowey, Cornwall. The vessel was refloated with the assistance of local tugs and taken to Fowey for inspection.

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

P&I Gard

St. Cybi

Pilot ship, No other details

Date of Casualty 31 August 2019

Type of Casualty Sank in Fishguard Harbour, UK.

Type of Claim Damage and salvage claim

[Further casualties overleaf](#)



Mika Mira 3

Passenger ro-ro, IMO 8100923, Built 1980, 100 dwt

Date of Casualty 31 August 2019

Type of Casualty Capsized whilst offloading cargo at Barangay Consuelo, Camotes Island, Philippines. There were 149 passengers and 18 crew on board as well as 11 vehicles. Five people were injured and four vehicles went overboard.

Type of Claim Damage and injury claims and salvage claim

Furevik

Chemical tanker, IMO 9274666, Built 2005, 37,082 dwt

Date of Casualty 31 August 2019

Voyage Hamburg, Germany to Skagen, Denmark

Cargo No details

Type of Casualty Suffered a mechanical failure off Bützfließ near Stade whilst transiting the Elbe. The vessel anchored but was subsequently assisted by tugs back into Hamburg.

Type of Claim Tug claim



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NEW CASUALTIES - Continued - edition (336)



Kanuni D.S

Dredger, IMO 9819325, Built 2017

Date of Casualty 1 September 2019

Type of Casualty Suffered water ingress off Bozcaada island in the Aegean sea south of the Dardanelles. The vessel was run aground in Ayana Bay to prevent sinking and remains partially submerged. Coastal Safety tugs attended.

Type of Claim Salvage claim

Tridevi Prem

Suction dredger, IMO 9464443, Built 2006, 7,058 dwt

Date of Casualty 2 September 2019

Type of Casualty Suffered flooding near New Mangalore Port, India. 13 crew members were rescued but 7 remain missing.

Type of Claim Total loss and loss of life claims

Marina Oceanic

Tug, IMO 9532331, Built 2008, 218 dwt

Date of Casualty 2 September 2019

Type of Casualty Allided with the Demerara Harbour Bridge, Georgetown, Guyana.

Type of Claim Allision damage claim

P&I MS Amlin

Sjoveien

Training ship, IMO 7739777, Built 1964, 331

Date of Casualty 2 September 2019

Type of Casualty Suffered engine failure whilst

in the Svalbard Archipelago. The vessel was towed to Longyearbyen by the tug *Polarsyssel*.

Type of Claim Possible tug claim



NF Habitat

Racing yacht, No other details

Date of Casualty 2 September 2019

Type of Casualty Sank to a depth of 13 metres after hitting an unlit buoy off Aber-Wrac'h, France. The crew were rescued.

Type of Claim Possible total loss or salvage claim



Ultim Emotion

Trimaran yacht,

Date of Casualty 2 September 2019

Type of Casualty Capsized and abandoned off Porto. The crew were rescued by helicopter. Recovery of the trimaran is being arranged. Click [here](#) for video.

Type of Claim Possible total loss or salvage claim

Julian

General cargo vessel with container capacity, IMO 9261994, Built 2003, 5,565 dwt

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

Date of Casualty 3 September 2019

Voyage Lae to Buka, Papua New Guinea

Cargo General containerised cargo

Type of Casualty Ran aground whilst transiting the Buka passage. The vessel refloated on her own and berthed at Buka wharf for inspection of damage.

Type of Claim Possible hull damage claim



Stord

Passenger ro-ro, IMO 8513601, Built 1987, 817 dwt

Date of Casualty 3 September 2019

Type of Casualty Disabled whilst en route from Tau to Stavanger, Norway. The ferry was towed to Stavanger.

Type of Claim Possible towage or salvage claim

Eastern Tiger

Chemical tanker, IMO 9172741, Built 1997, 5,088 dwt. 1997 03 Sep 2019 Miscellaneous Standard Steamship Owners Protection & Indemnity Association (Bermuda) Ltd chemical tanker

Date of Casualty 3 September 2019

Voyage Yokohama, Japan to China

Cargo No details

Type of Casualty Allided with a wharf whilst departing Yokohama.

Type of Claim Allision damage claim

P&I standard club

CASUALTY FOLLOW-UP



USS Fitzgerald & ACX Crystal

– editions 221, 222, 227, 229, 230, 232, 241, 244, 246, 252 & 317 – the investigation into the collision which led to the death of 7 US sailors on 17 July 2019 by Japan's Transport Safety Board concluded on 29 August 2019. It has found that the collision occurred because an officer manning the warship failed to recognize the danger posed by the oncoming commercial vessel despite being alerted to the danger by another crew member ten minutes before the accident. Issues with the ship's radar system were occurring but no lookouts were in place. Three minutes before the collision the officer ordered evasive action to increase speed and turn to port but these orders were then withdrawn. The Board also found that the *ACX Crystal* was too slow to respond to the threat believing the destroyer had the primary responsibility to act.

Kea Trader – editions 224, 225, 226, 228, 229, 231, 236, 238, 242, 245, 250, 257, 258, 260, 263, 269 & 277 – over two years since the grounding of the new containership off New Caledonia, the salvors in charge of the wreck removal have completed the building of a semi-submersible barge *Ca Li* which they intend to use in the operation. They now await

the approval of the scientific committee of the Coral Sea Nature Park, who are tasked to determine if the project to remove the vessel will do more harm than good to the environment. The project is approved will take over a year to complete.

Bow Diamond – editions 331 – the salvage operation being conducted by Five Oceans Salvage is almost complete but has been slightly delayed due to intervention by the Egyptian Navy who have imposed limited on the re-loading schedule. Salvors have issued their salvage security demand. The shipowner has declared General Average and has appointed Groninger Welke Janssen in Bremen as Adjusters. Click here to contact the Adjusters. Roose+Partners are appointed to assist owners and underwriters of part cargo on board the vessel.

Pinar del Río – editions 334 & 335 – the owners of the stranded catamaran ferry have elected to dismantle the vessel after the option of refloating has been ruled out. Issues with water clearance, the proximity to the breakwater and damage which has already been caused to the hull have impacted the decision. A mobile crane will lift the ship's sections.

Turia – edition 335 – operations to remove the fuel from the vessel have continued this week but the weather has delayed efforts to refloat the vessel. Salvors will resume the refloating today benefitting from an increase in tide levels.

Nur Allya – edition 335 - Indonesian authorities have yet to locate the missing vessel but a lifeboat has been found which is believed to be from the *Nur Allya*. Last contact was on 20 August 2019. The vessel with 25 crew, was carrying nickel ore, a cargo known for issues with liquefaction.

Lite Ferry 16 – edition 335 – the fire damaged vessel was towed to the port of Plaridel in Misamis Occidental for inspection on 29 August 2019. Four people are now confirmed as having died. The Philippine Coast Guard issued an enforcement inspection apprehension report against the ferry's owners for violating rules on passenger manifests. Initially they advised the vessel had 219 people on board. This was revised to 239 and then increased to 245.

Austrheim – edition 335 – the number of people confirmed to have died in the ferry capsized is 17 but officials expect the death toll to rise considerably. Again improper manifests are a factor.

