

FEATURE CASUALTY

Rhodanus

General cargo vessel with container capacity, IMO 9173173, Built 1998, 2,953 dwt

Date of Casualty 13 October 2019

Voyage Taranto, Italy to Rhone, France

Cargo 2,600 m/t of steel coils

Type of Casualty Grounding

Type of Claim Hull damage, LOF salvage claim and/or General Average declaration

P&I Noord Nederlandsche

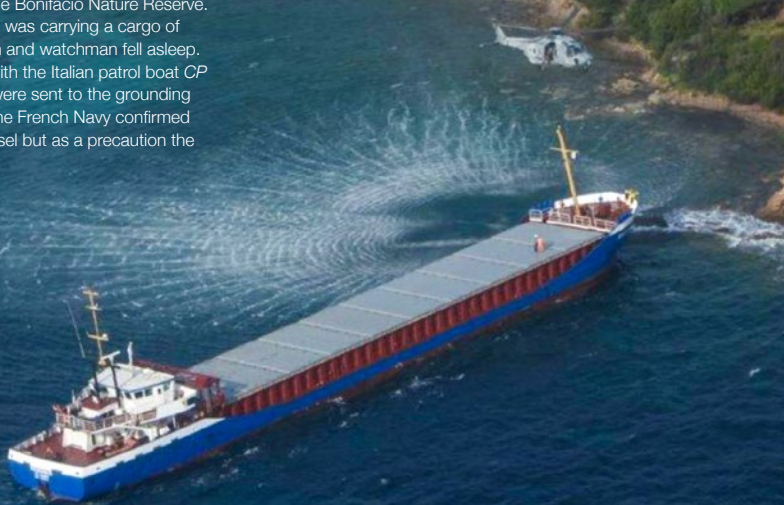
At 0200 hours UTC on 13 October 2019 UTC the general cargo vessel *Rhodanus* ran aground near Bonifacio on the southern coast of the island of Corsica whilst in the course of a voyage from Taranto in Italy to Saint Port Louis de Rhone, France.

The 1998 built *Rhodanus* was sailing towards the Bouches de Bonifacio and was noted by local traffic control to be heading for the coast. Despite repeated calls over a period of 50 minutes being made by CROSS Corsica, the semaphor Pertusato and the Maddalena station they were unable to make contact with the bridge to alert them to the impending danger. The vessel ran aground at full speed, being 8 knots, at the mouth of Bonifacio at Cala Longa in the Bonifacio Nature Reserve. She had a small crew of seven on board and was carrying a cargo of steel coils. It is suspected that the helmsman and watchman fell asleep.

An Air Force Puma helicopter together with the Italian patrol boat *CP 306* and the police patrol boat *La Jonquille* were sent to the grounding location. A surveillance flight carried out by the French Navy confirmed there were no leaks or pollution from the vessel but as a precaution the

anti-pollution vessel *Jason* and the tug *Abeille Bee* were also deployed to Bonifacio. A 1,000 metre navigation exclusion zone has been imposed around the site. Divers from the French Navy have confirmed that the vessel is held by her bow but will require lightering before any refloating attempt is made. Smit Salvage have been contracted under an LOF Salvage Contract. Their salvage team is on site and salvors are currently mobilising equipment to enable the lightering and transfer of the steel coils.

As expected local authorities have commenced an investigation into the grounding and this will no doubt focus on the crew and the failure to respond to the alerts regarding her dangerous track.



NEW CASUALTIES



Francesco Corrado ▴

Bulk carrier, IMO 9314636, Built 2008, 77,061 dwt

Date of Casualty 6 October 2019 – Late Notification

Voyage Jori Lastar, Morocco to Vysotsk, Russia

Cargo No details

Type of Casualty Damaged by fire whilst anchored off Heligoland. The fire was extinguished by the crew. The vessel was later detained at Bützflöth but has since proceeded.

Type of Claim Fire damage claim

P&I Britannia

Happy Dover

General cargo vessel with container capacity, IMO 9551959, Built 2011, 18,074 dwt

Date of Casualty 8 October 2019 – Late Notification

Voyage Las Palmas, Canary Islands to Agadir, Morocco

Cargo No details

Type of Casualty Suffered engine failure whilst departing Las Palmas. The vessel was towed back into Las Palmas.

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

P&I Standard Club

Clupea/Pilot Steinburg

Clupea – Research vessel, IMO 9573359, Built 2011, 51 dwt

Pilot Steinburg – Pilot vessel, No other details

Date of Casualty 9 October 2019

Type of Casualty The vessels were in collision during the transfer of a pilot on the Elbe river in Brunsbüttel.

Type of Claim Collision damage claim

Himajo Primero ▽

Fishing vessel, IMO 8402711, Built 1984, 257 gt

Date of Casualty 9 October 2019

Type of Casualty Suffered an engine breakdown 5 nm north of the Sisargas Islands. The vessel was towed into A Coruña by the SAR vessel *Salvamar Betelgeuse*.

Type of Claim Possible salvage claim

Ytteroyningen ▾

Ferry, IMO 9371531, Built 2006, 343 dwt

Date of Casualty 10 October 2019

Type of Casualty Caught fire and suffered explosions whilst at the Sydnæs quay on Halsnøy, Norway. The 12 passengers and three crew were evacuated to the shore and local fire-fighters assisted. The vessel suffered considerable damage and was towed to Olen for repairs. The fire was in the battery compartment

Further casualties overleaf ▸

and board room. The vessel has only recently returned to service having had an overhaul and replacement lithium batteries.

Type of Claim Fire damage claim



Sabiti ▴

Crude oil tanker, IMO 9172040, Built 1999, 159,681 dwt

Date of Casualty 11 October 2019

Voyage No details

Cargo Crude oil

Type of Casualty Reported to have been damaged by missiles whilst in the Red Sea 60 miles south west of Jeddah. The vessel is the subject of sanctions. Click [here](#) for video.

Type of Claim Hull damage and possible salvage claim



Roose + Partners

NEW CASUALTIES - Continued - edition (342)

Ocean Lion

Bulk carrier, IMO 9296248, Built 2005, 75,656 dwt

Date of Casualty 11 October 2019

Voyage San Lorenzo, Argentina to Las Palmas, Canary Islands

Cargo Loaded, no details

Type of Casualty Grounded on the Paraná River and completely obstructed the channel. The vessel was refloated with tug assistance.

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

P&I London Club

Su Yan Huo 33768

General cargo vessel, No other details

Date of Casualty 11 October 2019

Voyage No details

Cargo No details

Type of Casualty Collided with an unnamed vessel and sank in the Jing-Hang Grand Canal in China.

Type of Claim Total loss

Jia De

General cargo vessel, IMO 8989848, Built 2002, 3,336 dwt

Date of Casualty 12 October 2019

Voyage Kawasaki, Japan to open sea due approaching typhoon

Cargo No details

Type of Casualty Sank in Tokyo Bay near Yokohama, Japan during the passage of typhoon Hagibis. Four of the crew were rescued. Seven other crew members died and one remains missing. Oil is said to be leaking from the vessel. Oil spill recovery vessels have been despatched to the site and steps are being taken to remove the pollutants.

Type of Claim Total loss and loss of life claims

P&I American Club

Steinau

General cargo vessel with container capacity, IMO 9280691, Built 2006, 3,713 dwt

Date of Casualty 12 October 2019

Voyage Ceuta, Spain to Goole, UK

Cargo 3,450 m/t of iron

Type of Casualty Ran aground southeast of the entrance to Goole. The vessel was refloated with tug assistance.

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

P&I Standard Club



Kirriikki

Fishing vessel, IMO 9218739, Built 2000, 363 gt

Date of Casualty 12 October 2019

Type of Casualty Collided with an unnamed cargo vessel 37 nm north west of Valentia, Ireland. A crew member on the fishing vessel was injured.

Type of Claim Collision damage and injury claims

New Medal

Crude oil tanker, IMO 9376749, Built 2009, 297,557 dwt

Date of Casualty 13 October 2019

Voyage Angra dos Reis, Brazil to Ningbo, China

Cargo Crude oil

Type of Casualty Had engine failure whilst departing the Terminal Marítimo Almirante Maximiano Fonseca in Angra dos Reis. The vessel dropped her anchor and was assisted by tugs to an outer anchorage.

Type of Claim Possible tug claim and General Average declaration

P&I Skuld

HB Tucunare

Bulk carrier, IMO 9555797, Built 2016, 82,834 dwt

Date of Casualty 13 October 2019

Voyage Porto Trombetas to Vila do Conde Brazil

Cargo 74,000 m/t of bauxite

Type of Casualty Ran aground whilst in the Amazon estuary by Curua Canal.

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



Vengsøyværing

Fishing vessel, No other details

Date of Casualty 14 October 2019

Type of Casualty Ran aground north of Tromsø, Norway.

Type of Claim Possible hull damage and salvage claim

Bénéteau

Yacht, No other details

Date of Casualty 14 October 2019

Type of Casualty Sank during a storm off Cape Brett in the Bay of Islands in northern New Zealand. The life raft was lost and the skipper died, one other is in a critical condition.

Type of Claim Total loss and loss of life claims

Intruder

Tank barge, 1,560 ts

Date of Casualty 16 October 2019

Voyage Wesseling to Mainz, Germany

Cargo 1,398 m/t of diesel

Type of Casualty Ran aground on the Rhine. Salvage operations have commenced.

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



IN OTHER NEWS

Throughout August and September 2019, bunker oil and kerosene was removed from the wreck of the *Lindesnäs* which sank in 1957 during a snow storm whilst en route from Nynäshamn to Norrköping, Sweden loaded with a cargo of 1,732 m³ of kerosene. The wreck, located about 10 km from the coast of Södermanland, was identified as one of 30 of the most environmentally hazardous wrecks remaining in Swedish waters and which require attention by the Swedish Maritime Administration. The Danish company JD-Contractor AS was contracted to complete the operation.

The *Rix Emerald* (general cargo vessel with container capacity, IMO 9116802, Built 1995, 3,001 dwt, Hanseatic) was disabled on the Göta River on 11 October 2019 whilst on a voyage from Lidköping, Sweden to Montrose, UK carrying a cargo of 2,300 m/t of oatmeal. The vessel anchored off Hånö where the Swedish Transport Agency were due to board and investigate the seaworthiness of the vessel but she departed before the inspection. Scottish authorities have been notified of the issues and it is expected they will carry out an inspection of the vessel on arrival in Montrose.

CASUALTY FOLLOW-UP



Northguider – editions 301, 302, 303, 310, 327, 329, 332, 334, 335, 338 & 340 – on 15 October 2019 the Coastal Administration postponed salvage work on the fishing vessel until 2020.

Golden Ray – editions 337, 338, 339, 340 & 341 – It has been confirmed that it will not be possible to bring the vehicle carrier to an even keel and will have to be broken into sections in order to remove it from the grounding site in Brunswick. The sections will subsequently be recycled. In the meantime 2/3rds of the bunker oil has now been removed.

Kiran Asya – editions 337 & 338 – after the fire damaged bulk carrier underwent detailed damage surveys at Tuzla, permanent repairs have now commenced.

Kanuni D.S. – editions 337 – the vessel is undergoing permanent repair works along with steel replacements in Tuzla.

Stolt Greenland & Bow Dalian – editions 340 & 341 – the chemicals board the chemical tanker are being transferred to the sister ship *Stolt Sagaland* which arrived in Ulsan from Yesou on 12 October 2019. The transshipment of the 27,000 m/t of chemicals is expected to take up to two weeks and will be carried out under the close supervision of the local authorities.

Samples of all the chemical have been taken. The cargo on board the *Bow Dalian* was transferred to the *Bow Nangang* on 9 October 2019. The fire damaged *Bow Dalian* departed Ulsan for Busan on 10 October 2019 where damage repairs will be undertaken at the Orient Shipyard Co., Ltd. Repairs are expected to be completed by the end of November 2019.

Habib Express – editions 340 & 341 – the vessel is alongside at Las Calderas, Dominican Republic. The cargo which was offloaded during the salvage operation has been discharged from the lightering vessel in Kingston, Jamaica. Cargo owners are awaiting confirmation from the shipowner as to whether they are intending to forward the cargo to destination. Cargo which was left on board the vessel has been discharged in Las Calderas.

Rt.Hon.Paul J.Martin – editions 341 – the vessel was refloated in the morning of 12 October 2019 after nearly a week aground in the St. Lawrence seaway. 5,200 m/t of the iron ore cargo had to be offloaded onto three barges to facilitate the refloating. The *Rt.Hon.Paul J.Martin*, which has suffered some damage, was taken to Prescott, Ontario for repairs. She will then continue to her original destination, Quebec City.



Access all our previous casualty newsletters here

