

FEATURE CASUALTY

Vietsun Integrity

Fully cellular containership, IMO 9264776, Built 2003, 8,015 dwt

Date of Casualty 18 October 2019

Voyage Ho Chi Minh to Vung Tau, Vietnam

Cargo General containerised cargo

Type of Casualty Sinking

Type of Claim Salvage operation and total loss of cargo

P&I Korea Shipowners

The containership *Vietsun Integrity* suffered a loss of stability, capsized and sank in the Long Tau River, Vietnam on 18 October 2019.

The 2003 built vessel, which has a carrying capacity of 657 teu, was on a voyage from Ho Chi Minh City to the northern city of Vung Tau in Vietnam and was loaded with 290 containers of general cargo when the accident happened. She was under control of a local pilot and had only a short time before departed Ho Chi Minh when she began taking on water and began listing to starboard. At 2355 hours the pilot notified the local traffic control of the problem advising that they were unable to control the water ingress and the list was increasing rapidly. Within ten minutes the vessel began to capsize and by 0150 hours on 19 October 2019 she had sunk in a position close to Cape An Thanh with only her port side showing above the water. The 17 crew members and pilot were thankfully all rescued.

Many of the containers on the deck of the vessel fell into the water and were drifting in the

fairway causing a danger to other vessels using the waterway. The port authority immediately deployed tugs to the area in an effort to secure the floating containers and pull them to the shore and restrictions were placed on the river. Initial information from the vessel's owner suggests the goods in the containers comprise mainly of frozen seafood, construction materials, rice and bran and there does not appear to be any hazardous cargo on board, or at least declared to be on board.

Salvage operations are underway and steps are being taken to remove the estimated 150 m³ of bunker oil on the vessel. An investigation into the casualty has been ordered by Vietnam's Prime Minister.



NEW CASUALTIES

Thérèse Straub ▣

Tank barge, No other details

Date of Casualty 15 October 2019 – Late Notification

Type of Casualty Broke in two 30 miles north west of Ushant whilst under tow to Spain from S Gravendeel. The aft section was towed into Brest by the tug *Abeille Bourbon*.

Type of Claim Total loss claim

Vikinjo

Fishing vessel, Built 2012, 26 gt

Date of Casualty 17 October 2019

Type of Casualty Sank 15 miles off Cabo Mabixbako after suffering water ingress. The crew were found safe in a life raft.

Type of Claim Total loss claim

Whitchampion

Bunkering tanker, IMO 9252280, Built 2003, 4,450 dwt

Date of Casualty 17 October 2019

Voyage Plymouth to Southampton, UK

Cargo No details

Type of Casualty The vessel suffered an turbocharger failure six miles from Portland Bill. The vessel diverted to Portland harbour for repairs. A tug assisted.

Type of Claim towage claim

P&I Shipowners Club



Habiba M ▣

General cargo vessel with container capacity, IMO 7396654, Built 1975, 3,739 dwt

Date of Casualty 17 October 2019

Voyage Damietta to Port Said East, Egypt

Cargo In ballast

Type of Casualty Suffered a fire whilst docked at Damietta to load a cargo of phosphate ore. Local fire-fighter and tugs assisted with the fire-fighting operation.

Type of Claim Fire damage and possible salvage claim

P&I MS Amlin

Sjarmor

Fishing vessel, IMO 9056870, Built 1993, 582 gt

Date of Casualty 17 October 2019

Type of Casualty Disabled in the North Sea southeast of Fair Isle. The vessel was towed into Lerwick by another fishing vessel.

Type of Claim Possible salvage type claim

Halunder Jet

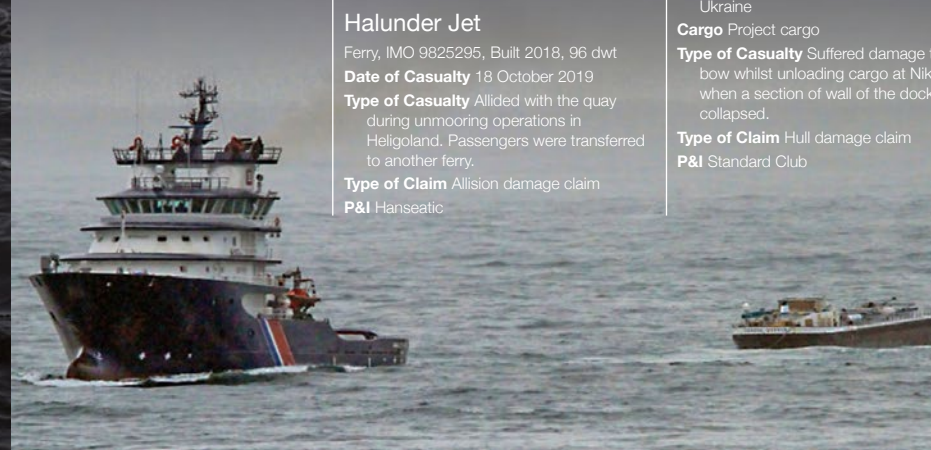
Ferry, IMO 9825295, Built 2018, 96 dwt

Date of Casualty 18 October 2019

Type of Casualty Allided with the quay during unmooring operations in Heligoland. Passengers were transferred to another ferry.

Type of Claim Allision damage claim

P&I Hanseatic



Norderney

General cargo vessel, IMO 9506124, Built 2012, 5,476 dwt

Date of Casualty 18 October 2019

Voyage Santander, Spain to Varberg, Sweden

Cargo No details

Type of Casualty Suffered propulsion failure ten miles north of the island of Batz. The *Abeille Bourbon* was contracted to tow the vessel to Douarnenez, Brittany.

Type of Claim Towage claim and/or General Average declaration

P&I Gard

Morgan Lea

Fishing vessel, IMO 7943536, Built 1979, 112 gt

Date of Casualty 18 October 2019

Type of Casualty Disabled 90 nm southeast of Georgetown, South Carolina, USA. The vessel received towage assistance from the U.S. Coast Guard Cutter *Heron* and was brought into Morehead City by the Fort Macon lifeboat crew.

Type of Claim Possible salvage claim

Louis

General cargo vessel, IMO 9501679, Built 2015, 8,250 dwt

Date of Casualty 18 October 2019

Voyage Bandirma, Turkey to Nikolayev, Ukraine

Cargo Project cargo

Type of Casualty Suffered damage to her bow whilst unloading cargo at Nikolayev when a section of wall of the dock collapsed.

Type of Claim Hull damage claim

P&I Standard Club

Further casualties overleaf ▸

Grip Bunker

Bunkering tanker, No other details

Date of Casualty 18 October 2019

Type of Casualty Disabled off Kristiansund, Norway. The vessel was towed into Kristiansund by the tug *Erik Bye*.

Type of Claim Possible towage/salvage claim



Griaran Oir ▣

Fishing vessel, Built 2001, 106 gt

Date of Casualty 19 October 2019

Type of Casualty Suffered steering failure and was towed into Blyth.

Type of Claim Possible salvage or towage claim

Le Kiff 2 ▣

Fishing vessel, Built 1990, 77gt

Date of Casualty 20 October 2019

Type of Casualty Grounded at the entrance to Trouville-sur-Mer.

Type of Claim Possible hull damage and salvage claim



Roose + Partners

NEW CASUALTIES - Continued - edition 343

Star Voyager

Fully cellular containership, IMO 9754795, Built 2016, 12,402 dwt

Date of Casualty 20 October 2019

Voyage Shimizu, Japan to Busan, Korea

Cargo General containerised cargo

Type of Casualty Allided with a berth bitt whilst departing Shimizu port.

Type of Claim Allision damage claim

P&I Steamship Mutual

Da Xin/Diyala

Da Xin – General cargo/heavy lift vessel, IMO 9608427, Built 2014, 29,565 dwt

Diyala – Fully cellular containership, IMO 9159646, Built 1998, 23,554 dwt

Date of Casualty 21 October 2019

Voyage Singapore to Karachi, Pakistan / Karachi, Pakistan to Jebel Ali, UAE

Cargo / General containerised cargo

Type of Casualty The *Da Xin* collided with the *Diyala* and a pier during mooring operations in Karachi port.

Type of Claim Collision and allision damage claims

P&I West of England / London Club

Neptunus

Ferry, 977 gt

Date of Casualty 21 October 2019

Type of Casualty Damaged whilst in a floating dock at the Öresund Drydocks in Landskrona, Sweden when the dock's pumps failed and it capsized. The ferry has suffered extensive damage. Tugs were brought in to stabilise the dock.

Type of Claim damage claim

Polaris

Fishing vessel, IMO 9119684, Built 1994, 125 dwt

Date of Casualty 21 October 2019

Type of Casualty Disabled in the Barents Sea. The salvage tug *Murmanyba* was deployed to tow the vessel to Murmansk.

Type of Claim Towage or salvage claim

Epic Balta

LPG carrier, IMO 9220421, Built 2000, 5,076 dwt

Date of Casualty 22 October 2019

Voyage Kingston, Jamaica to Geismar, USA

Cargo No details

Type of Casualty Experienced an engine room fire whilst at 12 Mile Anchorage, New Orleans.

Type of Claim Fire damage claim

P&I North of England

MSV Ark of God

General cargo vessel, No other details

Date of Casualty 22 October 2019

Access all our previous casualty newsletters here

Voyage Male to Tuticorin

Cargo Onions

Type of Casualty Sank whilst 100 miles off the Maldives. The crew were rescued.

Type of Claim Total loss claim



TB Irvina

Tug, No other details

Date of Casualty 23 October 2019

Type of Casualty Suffered a loss of steering whilst towing a barge loaded with coal and allided with a pier and shore buildings and houses in Marabahan, South Kalimantan.

Type of Claim Allision damage claim

Dillon Owen

Fishing vessel, IMO 9456654, Built 2007, 272 gt

Date of Casualty 23 October 2019

Type of Casualty Suffered a loss of power and grounded on rocks near Holyhead, UK. Tugs have been deployed to the site.

Type of Claim Possible hull damage and

CASUALTY FOLLOW-UP



Sheng Long Yu No. 21 – editions 241 & 315 – the contract to remove the wreck of the fishing vessel from Marutea North Atoll has been awarded to Rovotik by the government of French Polynesia after the shipowner failed to comply with a court order. The vessel grounded in November 2017. The operation cost is set at CFP franc 116 million and aims to clean up the wreckage and remove pollutants completing next year.

Hephaestus – editions 255, 256, 268, 269, 282 & 286 – the vessel which ran aground on rocks off Qawra in Northern Malta on 10 February 2018 and was finally refloated in August 2018 is to be scuttled off Qala Point on Gozo at a depth of 30 to 40 metres with the intention that it will be ready for the start of the 2020 diving season.

New Glory – editions – 318 & 319 permanent repairs to the bulk carrier which has remained in Tuzla since October 2017 are expected to be completed by the end of October 2019. Sea trials and performance test are already in progress.

Viking Sigyn – editions 323, 324, 326 & 332 – Police investigators have concluded that

the Ukrainian master of the *Viking Sigyn*, who has remained under pre-trial arrest, was not responsible for the collision with the tour boat *Hableany* in Budapest in May this year. The collision resulted in the death of 28 people including the Master of the tour boat.

No 5 Elbe – editions 325, 326 & 334 – the tall ship which was towed to Hamburg by the tug *Johannes* on 15 October 2019 where she will be loaded by floating cranes on to a vessel for transport to Hvide Sande where permanent repairs will be carried out. They are expected to be completed by Spring 2020.

Mutiara Indonesia – edition 320 – despite efforts by the local authorities the vessel remains aground.

Golden Ray – editions 337, 338, 339, 340, 341 & 342 – the vehicles carrier is reported to have caught fire again on 20 October 2019 and local work boats were seen spraying the hull. The loss of the vessel, which is to be removed in sections, and the vehicles on board is estimated to be in the region of USD200million.

Ookuni – edition 341 – the Japanese government released a video of the collision between the *Ookuni* and a north Korean fishing vessel on 7 October 2019. The *Ookuni* directed a water cannon at the vessel which was reported to be fishing illegally in Japan's exclusive economic zone. The north Korean vessel swerved to port colliding with the *Ookuni* and suffered damage to her port side, which resulted in water ingress and the subsequent capsizing. Video can be viewed [here](#).

Rhodanus – edition 342 – the vessel was refloated on 18 October 2019 from her grounding position off Cala Longa after 38 m³ of fuel had been pumped from the vessel to shore tankers. Tugs pulled the vessel free and after completion of surveys she was taken under tow by the tug *VB Fos* destined for Fos-sur-Mer. The French emergency tug *Abelle Flandre* was also deployed as an escort tug.

