

# Roose + Partners

## Casualty Newsletter 344

30th October 2019

### FEATURE FOLLOW UP

## Nu Shi Nalini

Product tanker, IMO 9619608, Built 2012, 16,705 dwt

**Date of Casualty** 24 October 2019

**Voyage** n/a

**Cargo** 2,600 m/t of naphtha

**Type of Casualty** Grounding

**Type of Claim** Salvage claim

**P&I** Hydor AS

The saga of the *Nu Shi Nalini* continues. The fire damaged vessel has been the subject of many reports in the Newsletter since it suffered an explosion and subsequent fire in her engine room on 13 June 2018 whilst she was anchored 14.5 miles southwest of Kochi, India having called at the port to carry out repairs. See editions 273, 279, 300, 301, 309, 318, 324, 327, 329 and 333. The vessel was the subject of LOF salvage services following the fire with Resolve Salvage & Fire (India) being contracted. Although the fire was brought under control, the vessel was left with no power and legal disputes have meant that the vessel remained anchored off Kochi for over a year without permission to enter the port to discharge her cargo or to depart the anchorage to another port. The original buyers of the naphtha cargo also refused to take delivery due to concerns about possible contamination. The vessel was finally given permission to be towed to Goa and arrived off Mormugao port in July this year, over a year after the casualty. However, due to continuing legal issues, she was once again refused permission to enter the port to discharge the cargo and has remained in the outer anchorage since.

During severe storms in the area the unmanned vessel dragged her anchor and began drifting towards the Mormugao breakwater. Her track then altered slightly and she eventually drifted aground close to Marivel beach near Raj Bhavan, Dona Paula, Goa. The vessel is aground on rocks and has suffered damage to her hull resulting in water ingress into her engine room. Initial attempts to pull the vessel free have failed.

The Goa state government and the Mormugao Port Trust are jointly coordinating the salvage operations which will focus on the

removal of the cargo and the 50 m/t of heavy fuel oil and 19 m/t of diesel from the tanker. The authorities have also given permission to tranship the naphtha cargo. This permission has been granted subject to certain conditions as laid down under section 53 and 54 of the Customs Act 1962 and the Sea Cargo Manifest and Transhipment Regulation 2018 being adhered to. This requires a bill of lading to be presented to the assistant commissioner of customs together with an indemnity bond covering the value of cargo and duty involved. After sampling, the cargo must be transferred to a foreign-bound vessel, which should reach the port of destination within a reasonable period, and proof of discharge at the foreign port must be submitted within 30 days of sailing.

The ongoing poor weather caused by the recent passage of Cyclone Kyarr has caused delays to the start of the salvage operation. The tug *Water Lilly* arrived on site on 27 October 2019 and other equipment has been brought in by land. A Sea King helicopter has also been deployed from Mumbai to transfer pumps and personnel on board. An expert on the handling of the naphtha cargo has also been brought in. The lightering operation may begin as early as tomorrow. Cargo will be pumped onto two barges over an estimated period of four days. Thereafter, subject to conditions, further refloating attempts are expected to be undertaken.



### NEW CASUALTIES

#### Elsava

Self-propelled barge

**Date of Casualty** 22 October 2019  
Late Notification

**Voyage** Regensburg, Germany to  
Dunaujvaros, Hungary

**Cargo** 850 m/t of malt

**Type of Casualty** Grounded whilst  
transiting the river Danube. The vessel  
required lightering.

**Type of Claim** Possible salvage claim



#### Christina

Chemical tanker, IMO 9118496, Built  
1996, 9,494 dwt

**Date of Casualty** 23 October 2019

**Voyage** Elnesvågen, Norway to  
Aberdeen UK

**Cargo** No details

**Type of Casualty** Suffered engine  
failure off Hustadvika, Norway in  
stormy weather. The vessel, which  
was reported to be closing the coast,  
requested assistance. The fish farm  
vessel *Froy Harvest* diverted to assist  
and managed to get a line to the  
vessel and held her in position until  
the tug *Vivax* arrived. Both vessels  
then towed her back to Elnesvågen.  
The vessel had 400 m/t of bunker oil  
on board.

**Type of Claim** Possible salvage claim

**P&I** Gard



#### Ariadne/Massimo Mura

*Ariadne* – Passenger ro-ro, IMO  
9135262, Built 1996, 6,174 dwt

*Massimo Mura* – Ro-Ro with container  
capacity, IMO 9234094, Built 2003,  
13,256 dwt

**Date of Casualty** 23 October 2019

**Type of Casualty** Whilst arriving in  
Cagliari and being assisted by tugs,  
the *Massimo Mura* collided with the  
berthed *Ariadne* after the tug lines  
parted following strong winds. .

**Type of Claim** Collision damage claim

**P&I** Gard / Standard Club



Further casualties overleaf ▶

#### Eventum

Self-propelled barge, 1,525 ts

**Date of Casualty** 23 October 2019

**Voyage** Brunsbüttel to Hamburg,  
Germany

**Cargo** No details

**Type of Casualty** Allided with pilings  
whilst departing Brunsbüttel.

**Type of Claim** Allision damage claim

#### Bountifull - UI 193

Fishing vessel, No other details

**Date of Casualty** 23 October 2019

**Type of Casualty** Suffered engine failure  
on the North Sea. The vessel was  
towed to Hvide Sande by another  
fishing vessel.

**Type of Claim** Possible salvage claim

#### Dillon Owen

Fishing vessel, IMO 9456654, Built 2007

**Date of Casualty** 23 October 2019

**Type of Casualty** Ran aground on  
rocks at Ardglass, County Down  
after suffering engine failure. Efforts  
to refloat the vessel by the RNLI and  
Coastguard failed and the crew were  
evacuated by helicopter. The vessel  
suffered serious damage after being  
battered by waves and partially sank.

**Type of Claim** Possible total loss and  
salvage or wreck removal claim

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NEW CASUALTIES - Continued - edition 344

## Resurgence/SITC Bangkok

*Resurgence* – Fully cellular containership, IMO 9251169, Built 2002, 11,247 dwt  
*SITC Bangkok* – Fully cellular containership, IMO 9266114, Built 2003, 22,078 dwt

**Date of Casualty** 24 October 2019

**Voyage** Shimizu, Japan to Busan, South Korea / Shimizu to Hakata, Japan

**Cargo** Both carrying general containerised cargo

**Type of Casualty** The vessels were in collision off the Shimizu Breakwater.

**Type of Claim** Collision damage claim

**P&I** Britannia / London Club



## Jan Sniadecki ▣

Passenger ro-ro, IMO 8604711, Built 1988, 5,425 dwt

**Date of Casualty** 24 October 2019

**Type of Casualty** Suffered a loss of control on arrival at Ystad, Sweden and allided with a pier. She proceeded for repairs to the Makrum SA Pomerania Shipyard in Szczecin on 26 October 2019.

**Type of Claim** Allision damage claim

**P&I** West of England

## Griftbor

General cargo vessel, IMO 9116008, Built 1995, 4,149 dwt

**Date of Casualty** 24 October 2019

**Voyage** Kunda, Estonia to Monsteras, Sweden

**Cargo** 3,077 m<sup>3</sup> of coniferous pulpwood

**Type of Casualty** Suffered an engine room fire and diverted to Tallinn. Repairs are expected to take three weeks.

**Type of Claim** Fire damage and possible General Average declaration

## Baltic 1

Yacht, No other details

**Date of Casualty** 25 October 2019

**Type of Casualty** Suffered damage and was disabled in the Baltic sea north of Zingst, Germany during storms. The vessel was drifting towards local wind turbines. The general cargo vessel *Maikie* diverted and was able to establish a connection to the yacht and prevent her drift. The rescue cruiser *Theo Fischer* took over the tow and brought the vessel into Darßer place.

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



## Desh-I/CT-38 ▣

*Desh-I* – Tanker, IMO 7853341, Built 1976, 1,120 dwt

*CT-38* – Lightering tanker, No other details

**Date of Casualty** 25 October 2019

**Voyage** No details /n/a

**Cargo** 1,200 m<sup>3</sup> of diesel / Vegetable oil

**Type of Casualty** Collided at the Dolphin Jetty No.3 on the Karnaphuly river in Chittagong. The tanker's cargo leaked into the river.

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

## V Global/Clivia

*V Global* – General cargo vessel, IMO 8695693, Built 2006, 3,500 dwt

*Clivia* – General cargo vessel, IMO 8668509, Built 2009, 5,326 dwt

**Date of Casualty** 25 October 2019

**Voyage** Chiba, to Hitachinaka, Japan / At Chiba

**Cargo** No details

**Type of Casualty** The *V Global* collided with the *Clivia* which was at a berth in Chiba. The vessel then got its anchor tangled with the anchor chain of another vessel.

**Type of Claim** Collision damage claim

**P&I** Hanseatic / Skuld

## SM Vancouver

Fully cellular containership, IMO 9189495, Built 2000, 67,785 dwt

**Date of Casualty** 26 October 2019

**Voyage** Savannah to Fort Lauderdale, USA

**Cargo** General containerised cargo

**Type of Casualty** Whilst departing Savannah the vessel grounded on a sandbar north of Tybee island after suffering engine failure. The vessel was refloated after four hours with the assistance of local tugs.

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

**P&I** Steamship

## Lyra

General cargo vessel, IMO 9155432, Built 1998, 5,184 dwt

**Date of Casualty** 26 October 2019

**Voyage** Denmark, Odense, to Liepaja Port, Latvia

**Cargo** No details

**Type of Casualty** Allided with a pier on arrival at Liepaja during stormy weather. The vessel's hull was breached and oil from one of her fuel tanks was discharged into the water.

**Type of Claim** Allision damage and clean-up operations

## Vaishnav Devi Mata ▣

Fishing vessel, No other details

**Date of Casualty** 27 October 2019

**Type of Casualty** Sank in the Arabian Sea during the passage of cyclone Kyarr. All 17 crew were rescued by the Indian Navy.

**Type of Claim** Total loss claim

## Mika Mira 3 ▣

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

**Date of Casualty** 27 October 2019

**Type of Casualty** Suffered engine failure and ran aground off Consuelo, Camotes Island near Cebu in the Philippines. Passengers were evacuated and the

vessel was later refloated.

**Type of Claim** Possible hull damage.

## Bontekoe Jr ▣

Self-propelled barge, 767 ts

**Date of Casualty** 27 October 2019

**Voyage** Leeuwarden, to Harlingen, Netherlands

**Cargo** Gravel

**Type of Casualty** Suffered water ingress and began sinking whilst at the Lorentz Quay in Leeuwarden.

**Type of Claim** Salvage claim



## Avel Vor

Fishing vessel, IMO 8908038, Built 1991, 1,250 dwt

**Date of Casualty** 27 October 2019

**Type of Casualty** Sank 170 mn off the coast of Liberia, West Africa. The vessel struck a submerged object and her pumps were unable to control the resulting water ingress. The crew were picked up by another vessel.

**Type of Claim** Total loss claim

## Cape India

Bulk carrier, IMO 9654804, Built 2014, 186,300 dwt

**Date of Casualty** 28 October 2019

**Voyage** Tang Shan, China to Port Walcott, Australia

**Cargo** No details



Further casualties overleaf ▣

**Type of Casualty** Suffered an explosion whilst off Balikpapan in East Kalimantan, Indonesia. One crew member was killed in the accident.

**Type of Claim** Loss of life and possible damage claim

**P&I** Steamship Mutual

## Bhagvati Prem

Hopper dredger, IMO 9492115, Built 2007, 9,492 dwt

**Date of Casualty** 28 October 2019

**Type of Casualty** Intentionally grounded at Suratkal beach, north of Mangalore, western India during the passage cyclone Kyarr after suffering water ingress. Click [here](#) for video.

**Type of Claim** Hull damage and salvage claim

## Escape

Fully cellular containership, IMO 9491501, Built 2011, 21,293 dwt

**Date of Casualty** 29 October 2019

**Voyage** Rotterdam, Netherlands to Southampton, UK

**Cargo** General containerised cargo

**Type of Casualty** Suffered engine failure whilst en route to Southampton. The vessel anchored to effect repairs but has since contracted towage assistance.

**Type of Claim** towage claim

**P&I** North of England

## Ma Bonne Étoile ▣

Fishing vessel, No other details

**Date of Casualty** 29 October 2019


**Type of Casualty** Grounded off the port of Bas-Sablons in Saint-Malo, France.

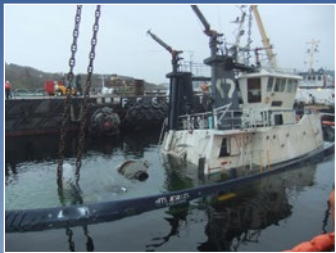
**Type of Claim** possible hull damage and salvage claim



# Roose + Partners


## CASUALTY FOLLOW-UP 344

**FFS Achilles**  – edition 206 - Norway's Accident Investigation Board (AIBN) has released their report into the grounding of the tug off Skjølnes, Norway on 3 March 2017. The crew of three were rescued by the tug *FFS Atlas* before the vessel sank. They have determined that the presence of a lookout would have reduced the risk of the incident occurring. The helmsman was alone on watch and stated that the autopilot did not respond to his course changes. Investigators were unable to find any faults with the mechanical control system and the vessel's single bottomed hull made it vulnerable. They also found the owners had no written procedures for bridge manning and sailing in narrow channels after dark and concluded that a lookout would have increased awareness of the vessel's exact position and increased the likelihood of avoiding the grounding. They have




recommended the tug owners Farsund Fortøyningssselskap implement written procedures for bridge manning and sailing in narrow channels after dark, including the Watchkeeping Regulations' provisions on the use of lookouts, in the safety management system for their vessels. Click [here](#) to access the full report.




**MSC Zoe**  – editions 302, 303, 304, 306, 307, 314, 321, 323, 327 & 338 – investigations are continuing into the loss of containers from the containership ten months ago. Steps are being taken by the Schiffbau-Versuchsanstalt Wageningen to try to replicate the events and explore the link between the seabed, weather and wave formation in the Wadden Sea. A Port State Control inspection in Bremerhaven found a defective black box and that rest periods were violated. The Federal Bureau of Maritime Casualty Investigation (BSU) in Hamburg are also considering the

possibility that the vessel had a bottom touch using data which has been made available despite problems with the black box. The route chosen by the *MSC Zoe* in the fairway was only 17 metres deep. The ship had a draft of 12.7 meters which was likely to have been considerably larger due to the rolling movement of the containership.

**Golden Ray**  – editions 337, 338, 339, 340, 341, 342 & 343 – images from inside the hull of the vehicle carrier have been released by The Unified Command. The images were obtained using laser technology which produced 3D images of inside the vessel. A wreck removal plan, with the vessel being disassembled in situ, is expected to be completed by mid-November. Click [here](#) for the images.

**Baltic Carrier** – edition 339 – the Master of the vessel which grounded near Hittarp north of Helsingborg on 24 September 2019, has been found to have been severely affected by alcohol. His fine has been offset by the time spent in custody.




**Günece**  – edition 340 – the chemical tanker, which suffered damage on 26 September 2019 after being struck by the containership *One Blue Jay*



whilst undergoing cargo operations in Perama, proceeded to Tuzla, Turkey on 23 October 2019 in order to complete permanent repairs.

**Bow Dalian & Stolt Groenland**  – editions 340, 341 & 342 – having completed repairs at the Orient Shipyard Co., Ltd in Busan, the *Bow Dalian* sailed to Ulsan on 23 October 2019 and has returned to normal operations. Cargo transfer operations from the *Stolt Groenland* were completed on 28 October 2019. 700 m<sup>3</sup> of fuel oil remains on board the vessel. A decision regarding possible repairs or scrapping of the *Stolt* vessel has yet to be taken.



**Rix Emerald**  – edition 342 – the vessel was prohibited by the Swedish Transport Agency from departing Kalmar, where she arrived on 24 October 2019, following a Port State Control inspection which found 24 deficiencies. The vessel was said to be poorly maintained, her emergency generator was not operating and there were issues with life-saving equipment. The vessel suffered engine problems on the Göta River on 11 October 2019. She also grounded off Landskrona in January this year (see edition 303).

**Louis** – edition 343- the vessel, which was damaged during cargo operations in Nikolayev on 18 October 2019, began discharging her project cargo on 24 October 2019.

Access all our previous casualty newsletters here 