

FEATURE CASUALTY

Everett Fisher

Dredger barge, No other details

Date of Casualty 20 January 2020

Type of Casualty Water ingress and intentional grounding

Type of Claim Possible hull damage and salvage claim

P&I Gard / No details

The dredger barge *Everett Fisher* suffered water ingress whilst in the Matagorda Ship Channel near Port Lavaca, Texas, USA on 20 January 2020 and was intentionally grounded in an effort to prevent the vessel sinking in the channel.

The US Coast Guard and Air Station Corpus Christie were notified that the barge began taking on water in the evening of 20 January 2020 and was threatening to sink in the Matagorda Ship Channel. We understand that at the time the barge was under tow of the Tug *Dana Robyn* and the tug was able to push the barge aground. Subsequently the tug recovered four crew members from the barge. There were no injuries to any of the crew on board.

Members from the Marine Safety Detachment Victoria were deployed to the site. A safety zone was established from mile marker 51 to mile marker 66 on the Channel whilst work was undertaken to dewater the barge and refloat her. The barge was refloated in the evening of 21 January 2020 and the Matagorda Ship Channel was reopened for vessel traffic. Containment booms were put in place during the operation and there were no reports of any pollution arising from the grounding. An investigation into the incident is underway.



NEW CASUALTIES

Pemba

General cargo vessel, IMO 9504267, Built 2008, 7,966 dwt

Date of Casualty 14 January 2020 – Late Notification

Voyage Ceuta, Spain to Szczecin, Poland

Cargo Construction pontoons

Type of Casualty Lost cargo overboard during storms off Spain's north western coast. The cargo was recovered and the vessel called at Vigo to re-secure her cargo and reload the pontoons.

Type of Claim Possible cargo damage and General Average declaration

P&I Standard Club



Zaanborg/AGIP 1

Zaanborg – General cargo vessel, IMO 9224154, Built 2001, 7,848 dwt

AGIP 1 – Gas platform,

Date of Casualty 15 January 2020

Voyage Ravenna, Italy to Piraeus, Greece / n/a

Cargo No details

Type of Casualty The *Zaanborg* contacted the ENI gas platform 3.5 nm off Ravenna. The vessel, which suffered damage to her portside and forecabin, returned to Ravenna for survey and

investigation. She was under pilotage at the time.

Type of Claim Collision damage claim

P&I North of England

Rhenus Krems/Stadt Seligenstadt

Rhenus Krems – Self-propelled barge, Built 1956, 1,130 ts

Stadt Seligenstadt – Ferry, No details

Date of Casualty 15 January 2020

Voyage Groß-Krotzenburg to Regensburg, Germany / n/a

Cargo No details

Type of Casualty The *Rhenus Krems* struck the ferry which was berthed at Seligenstadt on the river Danube.

Type of Claim Collision damage claim

Parpali

Fully cellular containership, IMO 9134701, Built 1998, 13,600 dwt

Date of Casualty 15 January 2020

Voyage Libya, Khoms to Ambarli, Turkey

Cargo No details

Type of Casualty Disabled whilst transiting the Canakkale Strait. The coastal safety tug *Kurtarma 4* provided assistance.

Type of Claim Fine and possible salvage type claim

Brisas Pixuetinas

Fishing vessel, IMO 9216016, Built 2000, 100 dwt

Date of Casualty 16 January 2020

Type of Casualty Suffered water ingress whilst 200 miles south west of the Isles of Scilly. The crew members sought refuge on the fishing vessel *Iddurre Berria*. The tug *Ocean Bank* provided pumping equipment to assist with dewatering.

Type of Claim Possible damage and salvage claim



Norsul Vitoria

Tug, IMO 9318450, Built 2006, 730 gt

Date of Casualty 16 January 2020

Type of Casualty Caught fire whilst at the port of Sao Francisco do Sul, Brazil. Click [here](#) for video.

Type of Claim Fire damage claim

P&I Gard

Chamisa D

Chemical tanker, IMO 9444297, Built 2009, 6,980 dwt

Date of Casualty 17 January 2020

Voyage to Rotterdam

Cargo No details

Type of Casualty The tanker broke free from her moorings in the Welplaat Port and struck the quay.

Type of Claim Allision damage claim

PIRACY NEWS



Whilst proceeding from Lagos to Calabar, Nigeria, the combined chemical and oil tanker *Lagertha* (IMO 9410143, Built 2009, 19,999 dwt, Steamship Mutual) was attacked by pirates on 16 January 2020 whilst approximately 50nm south-south west of Bonny, Nigeria. The Nigerian Navy were able to stop the attack and the tanker continued her voyage.

Containership *Atlantic Discoverer* (IMO 9243590, Built 2004, 35,926 dwt, Hydor AS) was attacked in the Gulf of Guinea, south-west of Lagos on 19 January 2020 but the perpetrators left the vessel when she began steaming at full speed.

The *MSC Grace*, a general cargo vessel with container capacity (IMO 8918057, Built 1991, 24,330 dwt, Standard Club), was attacked by pirates yesterday morning whilst 18 nm south of Bayelsa. Armed guards on the vessel were engaged in gunfire with the pirates who abandoned their attempts to board the vessel.

Combined chemical and oil tanker *Tornado* (IMO 9260067, Built 2003, 40,271 dwt, American Club) was attacked some 59 nm south of Lagos. The attack was thwarted.

Atlantis Armona

Product tanker, IMO 9268162, Built 2004, 3,517 dwt

Date of Casualty 17 January 2020

Voyage Antwerp, Belgium to Rotterdam, Netherlands

Cargo In ballast

Type of Casualty Collided with two berthed



Roose + Partners

NEW CASUALTIES - Continued - edition (356)

vessels during berthing manoeuvres at Rotterdam's Maastank Botlek terminal, Netherlands after suffering an issue with her controllable pitch propeller.

Type of Claim Collision damage claim
P&I London Club

Seacat Ranger

Tender, Built 2014, 104 gt

Date of Casualty 17 January 2020

Type of Casualty Allided with a wind turbine off Harwich. One of the crew suffered injuries.

Type of Claim Allision damage and crew injury claims



IN OTHER NEWS

CMA CGM G. Washington  The UK's Marine Accident Safety Board (MAIB) has released their report into the collapse of three container bays and the subsequent loss of 137 containers from the vessel during heavy weather on 20 January 2018 whilst the vessel was en route from Xiamen to Los Angeles. They conclude that the stow collapse most likely occurred whilst the vessel was rolled 20° which exceed the containership's estimated roll limits and likely resulted from parametric rolling, where rolling occurs in phase with pitch. The rolling had been recorded by the vessel's motion monitoring system but the Master and crew were unaware of the risk as they were not fully versed in the systems prediction capabilities. Several factors adversely affected the safety of the stow including the reduced structural strength of non-standard 53ft containers, inaccurate container weight declarations, mis-stowed containers and loose lashings. CMA have taken action to improve training and Bureau Veritas, the vessel's classification society, has amended its rules for the carriage of non-standard 53ft containers. Recommendations by the MAIB include that CMA ensure that cargo plans are updated regularly to reflect weights of containers being loaded. Click [here](#) to view the full report.



Rawan

Product tanker, IMO 8697304, Built 1995, 2,200 dwt

Date of Casualty 17 January 2020

Voyage No details

Cargo No details

Type of Casualty Pushed aground off the coast of Famagusta, Northern Cyprus. The vessel's AIS has been switched off for over two years.

Type of Claim Hull damage and salvage claim

Koi

Ferry, IMO 7928615, Built 1980, 187 dwt

Date of Casualty 17 January 2020

Type of Casualty Caught fire whilst drydocked at the Husum Shipyard in Germany.

Type of Claim Fire damage and possible salvage claim

P&I Hanseatic

MSC Adelaide

Fully cellular containership, IMO 9618290, Built 2013, 110,618 dwt

Date of Casualty 18 January 2020

Voyage Genoa to Gioia Tauro, Italy

Cargo General containerised cargo

Type of Casualty The containership collided with a pilot boat during berthing manoeuvres at Gioia Tauro. The pilot boat, which berthed and unmanned, sank.

Type of Claim Collision claim

P&I Standard Club

EM Oinousses

Fully cellular containership, IMO 9203514, Built 2000, 32,321 dwt

Date of Casualty 19 January 2020

Voyage Maputo, Mozambique to Mombasa, Kenya

Cargo General containerised cargo

Type of Casualty Suffered an engine room fire whilst off Nacala, Mozambique. The engine room was sealed and the fire extinguishing system activated. Tugs were deployed from Nacala where the containership has been towed.

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

P&I UK Club



Manu'Atele

Passenger ro-ro, IMO 9769520, Built 2016

Date of Casualty 19 January 2020

Type of Casualty Allided with the dock at the port of Manu'a, American Samoa, during poor weather. The ferry had sought refuge in the port due to deteriorating weather conditions caused by Cyclone Tino. Both the vessel and dock were damaged.

Type of Claim Allision damage claim

Vyborg

Tug, IMO 7042100, Built 1970, 71 dwt

Date of Casualty 20 January 2020

Type of Casualty A fire broke out in the engine

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room whilst dry-docked in Arkhangelsk. Local fire-fighters attended.

Type of Claim Fire damage claim

Valor

Chemical tanker, IMO 9226009, Built 2002, 19,819 dwt

Date of Casualty 20 January 2020

Voyage Slavyanka, Russia to Ulsan, Korea

Cargo No details

Type of Casualty Collided with an unnamed fishing vessel off Ulsan. The fishing vessel was seriously damaged but remained afloat and was able to proceed to Campo port.

Type of Claim Collision damage claim

P&I American Club

Enigma Astralis

Fishing vessel, IMO 9217149, Built 2002, 2,311 dwt

Date of Casualty 21 January 2020

Type of Casualty caught fire whilst in the sea of Okhotsk, south east of Magadan, Russia. The 47 crew members abandoned the vessel and were rescued by other fishing vessels. The *Enigma Astralis* was left drifting.

Type of Claim Fire damage and possible salvage claim

Sanyu Maru No.2

General cargo vessel, IMO 9135327, Built 1995, 1,500 dwt

Date of Casualty 21 January 2020

Voyage No details

Cargo No details

Type of Casualty Ran aground in Chiba Port. The vessel has been refloated.

Type of Claim Possible hull damage claim

CASUALTY FOLLOW-UP



Nu-Shi Nalini – editions 273, 279, 300, 301, 309, 318, 324, 327, 329, 333, 344, 345, 347, 348, 349 & 351 – the fire damaged vessel has finally been sold at auction to Global Tankers FZE and they must remit the sum of Rs 2 crore into the court by 24 January 2020. The auction took place under the direction and orders of the court and was required to pay the expenses incurred by Samson Maritime Ltd. for towage of the vessel from Kerala to Goa, for the removal of the naptha cargo and the subsequent refloating operation.

Ytteroyningen  – edition 342 – in a preliminary report investigators have suggested that a seawater fire extinguishing system may have 'contributed to escalating' events which led to the explosion on the vessel on 11 October 2019. The system had been installed as an additional safety precaution. The cause of the explosion however remains undetermined.

Sea Angels  – edition 350 – during the evening high tide on 15 January 2020 the vessel was pulled free from beach near Browns Inlet, North Carolina, by the fishing vessel *Lady Deborah*. She was towed to Jarrett Bay Boatworks in Beaufort, North Carolina, for dry-docking and repairs. The Coast Guard Sector North Carolina are continuing with their investigations into the grounding incident.

Chemitec – editions 350 & 353 – the Mayor of Bolinao in Pangasinan has stated that he is awaiting a full assessment of the damage done to the coral reef following the grounding of the vessel on 10 December 2019 off Pangasinan, Philippines. Security for the damage has already been provided by the vessel's insurers.

Duke – edition 351 – 19 of the crew have been safely released by their captors following the abduction on 16 December 2019. One crew member is sadly reported to have died shortly after being taken hostage after becoming ill.

CDRY Blue – editions 352, 353, 354 & 355 – all the fuel from the stricken vessel has now been removed. Containers of hydrocarbon products recovered from the vessel have been offloaded in Sant'Antioco. Now the salvors can move to the next phase, the removal of the vessel and her coffee cargo. Bad weather continues.

Zelec Star – editions 352, 353 & 354 – the vessel remains aground off Ashdod, Israel. Bad weather has continued to delay the progress of the salvage operation.

Songa Iridium – editions 353 & 354 – the vessel has completed damage surveys and after salvage expenses were paid to the Coastal Safety teams the vessel was granted permission to proceed from the Istanbul anchorage to the port of Ambarli where she was due to discharge part of her containerised cargo.

Trias – editions 354 & 355 – Alfons Håkans successfully refloated the *Trias* late last night. The barge, which was under tow of the *Raduga Europe*, broke loose on 31 December 2019 and grounded in a protected area near Ventspils. It has now been redelivered to its owners after being towed to Riga.

Pappy's Pride – edition 355 - the unified command suspended the search for the two missing fishermen from the fishing vessel on 16 January 2020, three days after the collision with the *Bow Fortune*.

