

FEATURE CASUALTY

Astro Perseus

Crude oil tanker, IMO 9280873, Built 2004, 159,116 dwt

Date of Casualty 9 February 2020

Voyage Ust-Luga, Russia to Tianjin, China

Cargo Crude oil

Type of Casualty Grounding

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

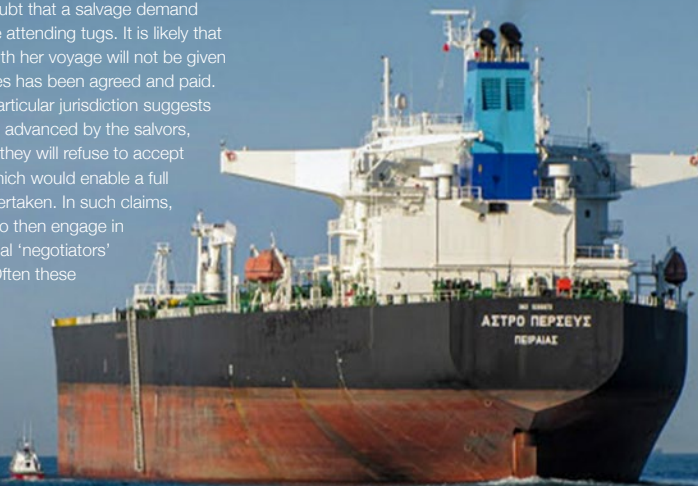
P&I Gard

At 0800 hours on 9 February 2020 the crude oil tanker *Astro Perseus* ran aground close to the Port Said anchorage after drifting out of the fairway. The 2004 built tanker, which is laden with crude oil bound for Tianjin, China, when she reportedly suffered engine problems and grounded. Tugs were deployed to the vessel and made various attempts to pull the vessel free during the course of 9 February 2020 but these were all unsuccessful and salvage efforts were suspended until the following day. The tanker was finally reported to have been refloated at 1430 hours on 10 February 2020 with at least four tugs in attendance. She moved towards deeper waters shortly afterwards and presently remains at anchor at Port Said Roads probably for surveys to be undertaken and for salvage costs to be assessed.

There is very little reported regarding this casualty but it raises a point about salvage services in this area and the way in which the claims are progressed. There is no doubt that a salvage demand for assistance will be advanced by the attending tugs. It is likely that clearance for the vessel to proceed with her voyage will not be given until a payment for the salvage services has been agreed and paid. Experience of salvage claims in this particular jurisdiction suggests that an extremely high demand will be advanced by the salvors, most likely by the Egyptian Navy, and they will refuse to accept salvage security in lieu of payment, which would enable a full assessment of the services to be undertaken. In such claims, ship interests find themselves forced to then engage in negotiations, sometimes engaging local 'negotiators' to seek a reduction on the demand. Often these

salvage expenses are then claimed through the mechanism of a General Average declaration with ship interests claiming they did their best to settle the salvage claim at a reasonable figure. Expenses incurred in a GA situation, of which there is no doubt this was, have to be reasonable. The question is whether this approach by the Navy is reasonable and whether it is reasonable of ship interests to accept this is the only way to handle the salvage claim.

We believe there is another way, or at least other options should be explored, particularly with reference to the refusal to accept salvage security and insist on immediate payment. Egypt has after all ratified the International Salvage Convention 1989 which provides the criteria for a full and proper assessment of the salvage services and allows security to be provided in lieu of payment, thus enabling the matter to be properly considered at a later date without duress or the pressure to obtain the release of the vessel and cargo. We suggest that at some point the forced negotiation on the part of the Egyptian salvors should be challenged locally, with adequate security being offered, and it should not just be accepted that this is a difficult jurisdiction and this is the way things are always done. There are no doubt practitioners locally who would welcome change, but perhaps not the salvage negotiators whose fees are usually based on a percentage of the saved/reduced amount.



NEW CASUALTIES



Recep Kuru

General cargo vessel, IMO 9040948, Built 1994, 5,048 dwt

Date of Casualty 5 February 2020

Voyage Yuzhny, Russia to Ravenna, Italy

Cargo No details

Type of Casualty Suffered engine failure at Kilitbahir point whilst transiting the Canakkale Strait. Coastal Safety tugs attended and towed the vessel to a safe anchorage.

Type of Claim Salvage claim and fine

P&I Hanseatic

Macistone

Fire-fighting tug, IMO 8209901, Built 1982, 100 dwt

Date of Casualty 5 February 2020

Voyage Augusta to Ravenna, Italy

Cargo Barge under tow

Type of Casualty The tow line to the barge



being towed by the tug parted during storms. The barge grounded on San Giorgio beach about 5 km south of Bari, Italy.

Type of Claim Possible hull damage and salvage claim



Lovund Superior

Ferry, 106 gt

Date of Casualty 5 February 2020

Type of Casualty Ran aground west of Lurøya in Nordland, Norway and was breached. The three people on board were rescued. The vessel was refloated the following day.

Type of Claim Hull damage and salvage claim

York Syme

Tug, IMO 5396090, Built 1961, 149 gt

Date of Casualty 5 February 2020

Type of Casualty Caught fire whilst moored in Auckland's Waitemata Harbour. Local fire-fighters attended and brought the fire under control.

Type of Claim Fire damage claim



Further casualties overleaf



Rinella M

Combined chemical and oil tanker, IMO 9351529, Built 2006, 40,441 dwt

Date of Casualty 6 February 2020

Voyage Novorossiysk, Russia to Split, Croatia

Cargo In ballast

Type of Casualty Broke free from her moorings and drifted aground east of the islet Barbarinac in Split. The tanker, which had discharged her cargo prior to the incident, was refloated in the afternoon of 7 February 2020.

Type of Claim Possible hull damage and salvage claim

P&I Standard Club

Giraglia

Passenger ro-ro, IMO 8013235, Built 1981, 323 dwt

Date of Casualty 6 February 2020

Type of Casualty Struck rocks whilst departing Gallura, Sardinia. The vessel suffered water ingress and began listing. Passengers were evacuated.

Type of Claim Hull damage and salvage claim

P&I Standard Club

Roose + Partners

NEW CASUALTIES - Continued - edition (359)

Pongoma

Fishing vessel, Built 1985, 83 gt
Date of Casualty 6 February 2020
Type of Casualty Sank off the coast of Estonia 15 miles north of the Juminda peninsula after suffering steering and electrical failure. The crew members were able to escape into a life-raft. Two suffered injuries.

Type of Claim Total loss claim

Brock

Work boat, Built 1957, 262 gt
Date of Casualty 7 February 2020
Type of Casualty Suffered water ingress and sank in the Corpus Christi Channel near Corpus Christi, Texas whilst under tow. The vessel had 400 gallons of diesel on board. The vessel was recovered the following day at which point the Channel was reopened.

Type of Claim Damage and salvage claim

BBC Ursa

General cargo vessel with container capacity, IMO 9213961, Built 2000, 7,458 dwt
Date of Casualty 7 February 2020
Voyage Piraeus, Greece to Port Marghera, Italy
Cargo No details

Type of Casualty Suffered mechanical failure east of Aegina island in the Saronic Gulf,

south of Piraeus. The tug *Karapiperis 18* was deployed to assist and towed the vessel back to Piraeus.

Type of Claim Towage or possible salvage claim

P&I Gard



Aster Alvar

Combined chemical and oil tanker, IMO 9528902, Built 2011, 11,596 dwt

Date of Casualty 7 February 2020

Voyage Rotterdam, Netherlands to Turkey
Cargo In ballast

Type of Casualty Suffered engine failure between Yalova and Istanbul, Turkey and drifted aground at Çınarcık beach in the Sea of Marmara. Tugs were deployed and the tanker was refloated in the afternoon and taken to Altinova.

Type of Claim Possible hull damage and salvage claim

P&I North of England

Tamara Alane

Fishing vessel, No other details

Date of Casualty 7 February 2020

Type of Casualty Ran aground near Shackelford Banks, North Carolina, USA after becoming disabled. The crew were airlifted from the vessel.

Type of Claim Hull damage and salvage claim

Main Highway

Vehicle carrier, IMO 9179983, Built 1998, 3,346 dwt

Date of Casualty 8 February 2020

Voyage Söertalje, Sweden to Cuxhaven, Germany

Cargo No details

Type of Casualty Allided with the Northern Lock wall in Brunsbüttel. The vessel suffered a breach above her waterline.

Type of Claim Allision damage claim

P&I Gard



Kaiserberg

Dredger, IMO 6715009, Built 1967, 860 dwt

Date of Casualty 9 February 2020

Type of Casualty Broke free from her moorings in Hansweert, Netherlands during gales. Tugs were deployed to assist the vessel back to her berth.

Type of Claim Possible salvage type claim



Aurelio

Self-propelled barge, No other details

Date of Casualty 7 February 2020

Voyage Agigea to Constanta, Romania

Cargo No details

Type of Casualty Broke loose from its moorings and grounded on a sandbank in the port of Constanta. [Click here](#) for video.

Type of Claim Possible salvage claim

MSC Regulus

Fully cellular containership, IMO 9465291, Built 2012, 140,951 dwt

Date of Casualty 9 February 2020

Voyage Felixstowe, UK to Hamburg, Germany

Cargo General containerised cargo

Type of Casualty Broke free of her moorings in Hamburg during gales. Tugs were deployed to pull the containership back to her berth.

Type of Claim Possible salvage claim

P&I UK Club

Celtic Freedom

General cargo vessel, IMO 9250414, Built 2002, 4,400 dwt

Date of Casualty 9 February 2020

Voyage Klaipeda, Latvia to Bromborough, UK

Cargo No details

Type of Casualty Suffered engine failure whilst approaching the Kiel Canal locks. The vessel was assisted by tugs after she drifted into an exclusion zone of the German Navy off Kiel-Friedrichsort.

Type of Claim Possible salvage claim

P&I West of England



Ark Dania

Ro-ro with container capacity, IMO 9609964, Built 2014, 12,000 dwt

Date of Casualty 9 February 2020

Voyage Immingham, UK to Esbjerg, Denmark

Cargo Vehicles and containers

Type of Casualty Allided with a quay on arrival in Esbjerg, Denmark.

Type of Claim Allision damage claim

P&I West of England

K.K.D-81

Barge, No other details

Date of Casualty 9 February 2020

Voyage n/a

Cargo 600 m³ of rice

Type of Casualty The barge capsized and sank in storms off Kakinada in the Bay of Bengal. She had been in the process of transferring cargo onto the bulk carrier *Bar*



Further casualties overleaf

LOF NEWS

Hupez

Bulk carrier, IMO 9714264, Built 2016, 39,773 dwt

Date of Casualty 9 February 2020

Voyage Flushing, Netherlands to Panama

Cargo 36,800 m³ of unknown product

Type of Casualty The vessel was towed to Everingen by salvors under an LOF salvage contract. Multirash Salvage B.V. and URS Nederland B.V. were contracted.

Type of Claim LOF salvage claim

P&I Standard Club

which was due to head to Senegal. The crew on the bar were saved.

Type of Claim Salvage claim and cargo loss



Surya Pekik

General cargo vessel with container capacity, IMO 8912857, Built 1993, 4,152 dwt

Date of Casualty 9 February 2020

Type of Casualty Sank whilst moored on the Kapuas River in Borneo, Indonesia. The vessel was under arrest.

Type of Claim Possible salvage claim

Payan 5

Payan 5 – Tourist boat, No other details

Alp – Tourist boat, No other details

Date of Casualty 10 February 2020

Type of Casualty The tourist boats were in



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collision close to the Phuket Royal Marina, Thailand. Two children on the Alp were killed and 22 people were injured.

Type of Claim Collision and loss of life claims



BG Jade ▣

Fully cellular containership, IMO 9803687, Built 2018, 13,250 dwt

Date of Casualty 11 February 2020

Voyage Cork, Ireland, to Rotterdam, Netherlands

Cargo General containerised cargo

Type of Casualty Suffered a loss of containers 60 nm off the Isles of Scilly, UK.

Type of Claim Container/cargo loss

P&I Gard

Crystal Lavender ▣

LPG carrier, IMO 9851610, Built 2019, 4,900 dwt

Date of Casualty 11 February 2020

Voyage Lisbon, Portugal to Lyngdal, Norway

Cargo No details

Type of Casualty Suffered engine failure whilst southwest of Flekkefjord, Norway. The vessel was towed to Lyngdal, Norway.

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

P&I Gard

OOCL Rauma

Fully cellular containership, IMO 9462794, Built 2009, 17,892 dwt

Date of Casualty 11 February 2020

Voyage Kotka, Finland to Rotterdam, Netherlands

Cargo General containerised cargo

Type of Casualty Lost five containers overboard whilst sailing 25 nm north of Ameland Island, West Frisian Island on the north coast of the Netherlands.

Type of Claim Container and cargo loss, clean-up/recovery operations

Hillegersberg/Zeeland

Hillegersberg – Tank barge, 3,229 ts

Zeeland – Self-propelled barge, 2,578 ts

Date of Casualty 11 February 2020

Voyage No details

Cargo None

Type of Casualty An unnamed self-propelled barge, pushing other barges, was in collision with the two other barges at the Maas lock near Sambeek. All three vessels were damaged and a crew member was injured.

Type of Claim Collision damage and injury claims



Piz Palü/Rhenus Lünen ▣

Piz Palü – Tank barge, 2,645 ts

Rhenus Lünen – Self-propelled barge, 1,894 ts


Date of Casualty 11 February 2020

Voyage to Rotterdam, Netherlands / No details

Cargo None

Type of Casualty The vessels were in collision on the Waal near Kekerdorn. The empty tanker's port side suffered a breach and all the vessels ended up grounding.

Type of Claim Collision claim

Access all our previous casualty newsletters here 

Duzgit Dignity

Combined chemical and oil tanker, IMO 9581019, Built 2014, 8,488 dwt

Date of Casualty 11 February 2020

Voyage Rotterdam, Netherlands to Kiel, Germany

Cargo No details

Type of Casualty Allided with the wall of the new Northern lock on the Kiel Canal in Brunsbüttel.

Type of Claim Allision damage claim

P&I Britannia

Arman-1

General cargo vessel with container capacity, IMO 8872590, Built 1987, 2,783 dwt

Date of Casualty 11 February 2020

Type of Casualty Caught fire whilst in dry-dock in Sevastopol, Ukraine.

Type of Claim Fire damage claim

P&I British Marine

Angel No.1

Product tanker, IMO 8731320, Built 2007, 3,471 dwt

Date of Casualty 12 February 2020

Voyage Ulsan to Jeju, Korea

Cargo No details

Type of Casualty Caught fire 6½ miles south of Sori-do Island off Yeosu, Korea. The 11 crew members were evacuated and the fire as extinguished by the Korean Coast Guard.

Type of Claim Fire damage claim

CASUALTY FOLLOW-UP



Yantian Express ▣ – editions 302, 303,

304, 305, 306, 307, 315, 316, 319, 320,

322 & 328 – Germany's Federal Bureau of Maritime Casualty Investigation (BSU)

has released its report into the fire on the containership. It has concluded that the fire was likely caused by mis-declared cargo of charcoal.

BSU officials found that one box with a declared cargo of coconut pellets (compressed fibre used for feed or fertilizer) was actually a cargo of coconut charcoal or pyrochar.

Lab testing of some of the surviving charcoal show they have a potential for autoignition. The investigators could not rule out the possibility that the shipper mis-declared the cargo in order to avoid compliance requirements.

The report also makes references to issues with the vessel's CO₂ extinguishing system which did not activate in Hold No. 1 due to a malfunction with its time delay system.

The crew also experienced difficulties in fire-fighting underneath the container pads. Fire-fighting water also disabled electrical bilge pumping systems.

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Scandies Rose – editions 353 & 357 – the tug *Endurance* was deployed from Kodiak on 9 February 2020 in order to try to locate the wreck of the fishing vessel which sank with five of its crew New Years' Eve. The tug proceeded to Sutwick Island, Alaska and is expected to spend a few days doing sonar surveys and sending an ROV to the sea bed.

Jumbo Vision ▣ – edition 358 – pollutants have been removed from the cranes which fell into the water from the *Jumbo Vision*. The cranes are reported to have a value of approximately €5million and salvage operations to raise them from the seabed are continuing.

Life Passion – edition 358 – the vessel was moved to Everingen on the Wester Scheldt on 7 February 2020 in anticipation of poor weather. The vessel was given permission to sail to Ghent after measurements determined the explosion risk had dissipated.

