

Roose + Partners

Casualty Newsletter 366

1st April 2020

FEATURE CASUALTY

AG Valor

Bulk carrier, IMO 9312327, Built 2004, 28,510 dwt

Date of Casualty 29 March 2020

Voyage San Lorenzo/Rosario, Argentina to Saleef or Hodeidah, Yemen

Cargo 19,190 m/t of corn and 8,010 m/t of soybean meal

Type of Casualty Grounding

Type of Claim Possible hull damage and LOF salvage claim

P&I Skuld

It seems each week we hear news of another grounding on the River Parana and this week is no exception. The river has a tendency to silt up and has to be constantly dredged to ensure it is safe for the very many laden vessels using it to export grains. On Sunday, 29 March 2020, the latest grounding was reported, this time involving the bulk carrier *AG Valor* which ran aground whilst proceeding downstream of Rosario, Argentina.

The 2004 bulk carrier had loaded a cargo of 19,169 m/t of corn and 8,010

m/t of soya bean meal at the Cofco International Timbues berth in Rosario and was departing the port, presumably under the control of a local pilot, when she grounded at 2335 hours on 29 March 2020. Her draft on grounding was reported to be 9.9m. The grounding caused an obstruction to the channel and interrupted port operations for laden vessels. The vessel attempted to refloat under her own power but was unsuccessful.

T&T Salvage were contracted to save the vessel under the terms of a Lloyd's Open Form (LOF) salvage contract and the vessel was successfully refloated at 1455 hours on yesterday with the assistance of local tug boats *Brutus* and *Ranquel*. The vessel has anchored for investigation and survey and will remain there pending the provision of salvage security by ship and cargo interests.

Navigation in the channel has now been opened but only to vessels with a maximum draft of 9.64 metres.

NEW CASUALTIES

Comau/Victoria

Comau – Landing craft, IMO 8846785, Built 1982, 1,042 dwt

Victoria – Fishing vessel, No other details

Date of Casualty 24 March 2020 – Late Notification

Voyage Valdivia, Chile to unknown destination/n/a

Cargo General cargo

Type of Casualty The *Comau* collided with the fishing vessel in Corral Bay, southern Chile. The fishing vessel capsized and all but one of the seven fishermen on board were killed. The collision took place during poor visibility.

Type of Claim Collision and loss of life claim

P&I MS Amlin

San Elpidio

Reefer, IMO 8814902, Built 1989, 5,053 dwt

Date of Casualty 24 March 2020 – Late Notification

Voyage High seas to Port Harcourt, Nigeria

Cargo Fish

Type of Casualty Suffered a fire in her engine room and was assisted by another vessel into Abidjan.

Type of Claim Fire damage claim, possible cargo loss and General Average declaration

P&I Shipowners Club



Mr Frank

Yacht, No other details

Date of Casualty 25 March 2020

Type of Casualty Caught fire whilst in the port of Viareggio, Italy. Local fire-fighters attended.

Type of Claim Fire damage claim

Delta/Balt Flot 14

Delta – General cargo vessel, IMO 8844139, Built 1985, 3,205 dwt

Balt Flot 14 – Combined chemical and oil tanker, IMO 9804215, Built 2017, 7,032 dwt

Date of Casualty 25 March 2020

Voyage Rostov to Kavkaz, Russia / Istanbul, Turkey to Rostov, Russia

Cargo No details

Type of Casualty The vessels were in collision in the port of Rostov-on-Don.

Type of Claim Collision damage claim

P&I No details / Standard Club



Navigare 1/Liberty

Navigare 1 – Self-propelled barge, Built 1995, 917 ts

Liberty – Tanker, Built 2010, 1,601 dwt

Date of Casualty 25 March 2020

Voyage Minden, Germany to Szczecin, Poland / No details

Cargo No details

Type of Casualty The vessels were in collision on the Mittelland Canal at Sachsenhagen, Germany.

Type of Claim Collision damage claim

Lady Sandra

Tank barge, No other details

Date of Casualty 25 March 2020

Voyage No details

Cargo In ballast

Type of Casualty Suffered structural failure and broke in two whilst sailing in rough seas east of Valetta, Malta. The aft section of the vessel remained afloat. The three crew members were rescued.

Type of Claim Total loss and wreck removal claim

Pico Da Lebre

Fishing vessel, Built 1990, 46 gt

Date of Casualty 26 March 2020

Type of Casualty Suffered water ingress and was abandoned by her crew 25 nm from Burela, Spain. The crew members were picked up from their life-raft by another fishing vessel.

Type of Claim Total loss claim

Florian Burmester

Tank barge, Built 2010

Date of Casualty 26 March 2020

Voyage Duisburg to Mannheim, Germany

Cargo 1,298 m/t of diesel fuel

Type of Casualty Ran aground on the River Rhine between Erpel and Remagen after dragging her anchor. Initial attempts to refloat the vessel failed. She was refloated in the afternoon using a more powerful pusher tug. The tank barge proceeded to Koblenz for inspections.

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

Ryosei Maru/Kosei Maru

Ryosei Maru – Bulk cement carrier, IMO 9132832, Built 1995, 1,740 dwt

Kosei Maru – Tanker, IMO 9428140, Built 1996, 1,051 dwt

Date of Casualty 26 March 2020

Voyage n/a / Kanda to Onoda, Japan

Cargo No details

Type of Casualty The vessels were in collision in the port of Kanda. The *Ryosei Maru* was berthed for repairs when the accident happened.

Type of Claim Collision damage claim

Further casualties overleaf

LOF NEWS

LOF stats – In the first quarter of 2020 some 18 LOF Salvage contracts were reported to Lloyd's Salvage Arbitration Branch. The figure advised to us actually includes three LOF contracts which were agreed in December 2019. The actual number of LOF cases agreed so far in 2020 is 15 cases which is a little up on last year's figures.

Star Piera

Bulk carrier, IMO 9450909, Built 2010, 91,945 dwt

Date of Casualty 26 March 2020

Voyage San Lorenzo to Port Quequen, Argentina

Cargo 53,000 m/t of wheat

Type of Casualty Suffered engine failure during berthing operations at Port Quequen. The vessel was heading for a pier but was prevented from contacting the structure by local tugs. Click [here](#) for video.

Type of Claim Possible salvage type claim

P&I Steamship Mutual

Oceanwin 8/Fuku Haru

Oceanwin 8 – General cargo vessel, IMO 8992106, Built 2004, 4,980 dwt

Fuku Haru – General cargo vessel, IMO 9140437, Built 1996, 8,663 dwt

Date of Casualty 27 March 2020



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NEW CASUALTIES - Continued - edition 366

Voyage Kawasaki, Japan to Yosu, South Korea / Kawasaki, Japan to Hong Kong

Cargo No details

Type of Casualty The *Oceanwin 8* collided with the *Fuku Haru* whilst departing Kawasaki port.

Type of Claim Collision damage claim

P&I Both entered with the American Club

Belita

Fullly cellular containership, IMO 9318060, Built 2006, 101,505 dwt

Date of Casualty 27 March 2020

Voyage Mobile to New Orleans, USA

Cargo General containerised cargo

Type of Casualty Ran aground whilst transiting the Mississippi river en route to New Orleans. Traffic on the river was partially closed. The vessel was refloated with tug assistance and taken into New Orleans on 30 March 2020.

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

P&I Skuld

Neptun

General cargo vessel, No other details

Date of Casualty 28 March 2020

Voyage Egypt to Thessaloniki, Greece

Cargo 1,300 m³ of potato

Type of Casualty Suffered engine failure whilst near Skiathos Island in the Aegean sea, Greece. The vessel was assisted by a tug and towed to the Thessaloniki anchorage.

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

Aqua Sprinter II

Self-propelled barge, Built 1983, 2,133 ts

Date of Casualty 28 March 2020

Voyage Loading at Dillingen, Germany

Cargo 1,200 m³ of coal dust

Type of Casualty Broke in two and sank alongside the berth during loading operation at Dillingen, Germany.

Type of Claim Salvage/wreck removal and clean-up operation



Thalassini

Bulk carrier, IMO 9286592, Built 2005, 82,977 dwt

Date of Casualty 28 March 2020

Voyage Bristol, UK to Port Said, Egypt

Cargo Barley

Type of Casualty The grain loading conveyor caught fire during cargo operations at Bristol. The fire was extinguished by local fire-fighters and crews from local Svitzer tugs. The vessel suffered some damage.

Type of Claim Hull and cargo damage

P&I North of England

Aerexpressen

Ferry, IMO 9861500, Built 2019, 100 dwt

Date of Casualty 29 March 2020

Type of Casualty Allided with the dock on arrival into Marstal, Denmark. The vessel became stuck and was pulled free by a local tug.

Type of Claim Allision damage claim



Bømlafjord

Passenger ro-ro, IMO 9855147, Built 2020, 700 dwt

Date of Casualty 29 March 2020

Type of Casualty Ran aground on arrival at Buavåg, Norway. The vessel was pulled free by the well boat *Ronja Sund* and the fishing vessel *Mir*.

Type of Claim Possible hull damage and salvage claim

Xinda 9/Zhepuyu 34197

Xinda 9 – General cargo vessel, No other details
Zhepuyu 34197 - Fishing vessel, No other details

Date of Casualty 29 March 2020

Voyage Ningbo to Shanghai, China

Cargo No details

Type of Casualty The vessels were in collision in the east China sea south of Shanghai. The *Xinda 9* sank three hours later but all her crew were safely rescued.

Type of Claim Collision claim

Shakhters 2

Tug, IMO 9741619, Built 2015, 247 dwt

Date of Casualty 30 March 2020

Type of Casualty The tug collided with an unnamed South Korean fishing vessel off Busan in the Japan sea. The fishing vessel suffered heavy damage and was close to sinking but rescue forces were able to control the water ingress and de-water the vessel, which was towed to safety.

Type of Claim Collision claim

P&I MS Amlin

Key Bora

Combined chemical and oil tanker, IMO 9316024, Built 2006, 3,500 dwt

Date of Casualty 30 March 2020

Voyage Esbjerg, Sweden to Kyleakin, UK

Cargo 500 m³ of lecithin, 1,500 m³ of rapeseed and 1,090 m³ of fish oil

Type of Casualty Ran aground on the

Access all our previous casualty newsletters here

PIRACY NEWS

Coastal ro-ro passenger ship *Elobey 6* (IMO 7422867, Built 1975, 999 gt) was attacked and hijacked by pirates in the morning of 21 March 2020 whilst sailing 22 nm off Port Gentil, Gabon. The vessel was in the course of a voyage from Port Bata to Annobon island, Equatorial Guinea. The pirates forced the crew to sail to Nigerian waters but later abandoned the vessel, taking three crew with them, when the Nigerian Navy approached the vessel.

The fully cellular containership *Lana* (IMO 9484522, Built 2010, 54,345 dwt, Steamship Mutua) was attacked by pirates in the Gulf of Guinea off Gabon. Successful measures were taken to prevent the pirates boarding.

approaches to the Kyleakin pier on the Isle of Skye. The vessel suffered damage to her ballast tanks. She has been refloated and proceeded to Greenock for repairs.

Type of Claim Hull damage

P&I Skuld

Jianghaiyanghongwei

General cargo vessel, No other details

Date of Casualty 31 March 2020

Voyage Nantong to Shanghai, China

Cargo No details

Type of Casualty Sank whilst transiting the northern Taiwan Strait. All the crew were rescued from the water by the search and rescue vessel *Dong Hai Jiu 116*.

Type of Claim Total loss claim

Sunrise Sambu/Seikai Maru

Sunrise Sambu – Tanker, IMO 9288007, Built 2004, 3,613 dwt

Seikai Maru – General cargo vessel, No details

Date of Casualty 1 April 2020

Voyage Yokkaichi, Japan to Ulsan, South Korea / No details

Cargo No details

Type of Casualty The vessels were in collision near Kawasaki, Japan. The tanker was damaged at her bow and the general cargo vessel suffered damage amidships.

Type of Claim Collision claim

P&I Japan Shipowners

CASUALTY FOLLOW-UP



Sukran C – edition 286 – the vessel completed repairs in Tuzla and shifted to the anchorage on 21 March 2020. After sea trials and performance tests were carried out the vessel received a new set of trading certificates has been issued by her classification society and flag state authority. The vessel left the Istanbul Anchorage on 25 March 2020 under orders to the Black Sea.

Golden Ray – editions 337, 338, 339, 340, 341, 342, 343, 344, 346, 348, 352, 355, 358, 360, 361, 362 & 364 – On 24 March 2020, the federal judge considering the law suit of Donjon-SMIT, ruled against imposing an injunction halting the removal of the vehicle carrier. District Court Judge Lisa Godbey Wood said an injunction would be 'averse to the public interest'. She commented that as long as the wreck remains in the Saint Simons Sound, the waterways, coastline and marine life would face an imminent environmental threat which would be compounded by time. Donjon-SMIT filed suit in February after the Coast

Guard permitted the shipowner to replace the company, who were the designated salvage responders, with a competitor for the wreck removal phase. In her ruling the judge acknowledged that as a result Donjon-SMIT faces irreparable financial losses. In the meantime work to install the environmental barrier continues.

Blue Star – editions 348, 349, 350, 352, 360 & 363 – the vessel arrived in Tuzla in the morning of 30 March 2020 under tow of the tug *VB Hispania*.

Stellar Banner – editions 362, 363, 364 & 365 – the work to remove the vessel's bunkers was completed on 27 March 2020. A total of 3,900m³ of fuel oil was transferred to the *ALP Defender* and *HOS Brass Ring*. There has been regular monitoring of the area by aircraft and drones in the area and no traces of oil have been noted.

Algoma Conveyer – edition 365 – the vessel, which ran aground on 19 March in Green Bay was refloated on 26 March 2020 after lightening of 3,000 m³ of cargo had been lightened. She then proceeded into the port of Green Bay.

Kaami – edition 365 – a damage assessment has estimated that some 28 m³ of diesel has been lost from the vessel but its environmental impact is expected to be low as it is a non-persistent oil. Salvage equipment and personnel have been deployed to the site by Resolve Salvage who have been contracted on LOF terms.

