

### FEATURE CASUALTY

## Ran

General cargo vessel, Built 1986, 2,859 dwt

**Date of Casualty** 23 November 2013

**Voyage** Wolgast, Germany to Leith, Scotland

**Cargo** 2,790 m/t of wheat

**Type of Casualty** Grounding

**Type of Claim** Possible General Average declaration

The general cargo vessel *Ran* grounded off the Swedish coast between Helsingborg and Landskrona during the morning of 23 November 2013 whilst carrying a cargo of wheat from Wolgast in Germany to Leith in Scotland. At the time of the grounding the visibility was good and the weather was calm. In view of the excellent weather conditions and since there was no report that the vessel had suffered from engine problems, it was suspected that the Master on watch at the time may have been under the influence of alcohol. This was later confirmed after a breath analysis test reportedly gave positive results. The Master claimed that he had simply fallen asleep and had had a drink after the grounding occurred but blood samples showed otherwise.

The Swedish Maritime Administration took charge of the operation whilst owners contracted *Svitzer Salvage* to refloat the vessel under a Wreck-Hire agreement. The salvage tug *Svitzer Mars* was immediately dispatched to the grounding site and in the meantime divers from the Coastguard vessel *KBV 202* conducted diving surveys to assess the situation and determine the extent, if any, of damage to the hull. Booms were put in place to protect the environment in case of any oil spill.

An initial attempt to refloat the vessel during the evening of 23 November failed and the efforts were suspended until the following day. During 24 November some 45 tonnes of fuel was transferred from the ship to a Coastguard vessel which was in attendance and the vessel was refloated with the assistance of the tugs *Svitzer Mars* and *Svitzer Bjoern* at 1313 hours on 24 November. An inspection revealed there was no significant damage to the hull and the vessel resumed its voyage today.



### NEW CASUALTIES



#### Luka

Self-propelled tank barge, Build date unknown, 2,859 dwt

**Date of Casualty** 20 November 2013

**Voyage** Flörsheim to Magdeburg, Germany

**Cargo** Fertiliser

**Type of Casualty** Grounding on the Rhine causing the river to be closed. The vessel had to be lightered and patching works carried out to the hull.

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

#### MSC Magnifica

Cruise liner, Built 2010, 95,128 gt

**Date of Casualty** 20 November 2013

**Voyage** Mykonos to Piraeus, Greece

**Cargo** n/a

**Type of Casualty** Allision with breakwater in Piraeus causing damage to the breakwater and lighthouse.

**Type of Claim** Allision damage claim

#### Mover 3/Syracuse

Mover 3 – Pusher tug, no other details

*Syracuse* – Inland cargo ship, no other details

**Date of Casualty** 21 November 2013

**Voyage** Maasbracht to Ijmuiden / Amsterdam to Ijmuiden

**Cargo** n/a

**Type of Casualty** Collision in the Amsterdam-Rhine-Canal. The bow of the *Syracuse* was damaged.

**Type of Claim** Collision damage claim

#### Lady Nour

General cargo with container capacity, Built 1984, 9,600 dwt

**Date of Casualty** 21 November 2013

**Voyage** Novorossiysk, Russia to Iskenderun, Turkey

**Cargo** Unknown

**Type of Casualty** Engine failure in the Canakkale Strait. The vessel anchored to avoid grounding and Coast Guard Safety tugboats assisted.

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

#### Densimo/Arese

*Densimo* – Self-propelled barge, 105m in length, 2,421 gt

*Arese* – Self-propelled barge, 135m in length, 4,406 gt

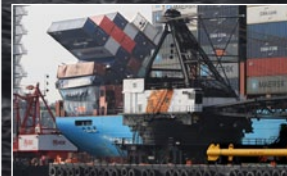
**Date of Casualty** 22 November 2013

**Voyage** Rotterdam, Netherlands to Linz, Austria / Unknown

**Cargo** 1,900 m/t of iron ore / 1,000 m/t of soybeans meal

**Type of Casualty** Grounding on the Danube. The *Densimo* was refloated re-grounded. The *Arese*, which was assisting also then ran aground, blocking the river. Both vessels were refloated without lightering.

**Type of Claim** Hull damage claim, possible salvage claim



#### Arnold Maersk

Fully cellular containership, Built 2003, 109,000 dwt

**Date of Casualty** 24 November 2013

**Voyage** Busan, Korea to Seattle, USA

**Cargo** General containerised cargo

**Type of Casualty** Loss and damage to some 60 containers during a storm.

**Type of Claim** Cargo loss/damage



#### Fri Wave

General cargo vessel, Built 1990, 3,283 dwt

**Date of Casualty** 25 November 2013

**Voyage** Dunkerque, France to Sölvesborg, Sweden

**Cargo** Limestone

**Type of Casualty** Grounding off Sölvesborg. The vessel damaged two water ballast tanks. The vessel was refloated on 26 November and tugs *Delta* and *Hafnia* towed the casualty into Sölvesborg.

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



#### Bum Jin No. 5/Zhou Hang 2/CS Crane

*Bum Jin No. 5* – Product tanker, Built 1997, 3,565 dwt

*Zhou Hang 2* – Bulk carrier, Built 2012, 6,653 dwt

*CS Crane* – Chemical tanker, Built 2007, 11,347 dwt

**Date of Casualty** 25 November 2013

**Voyage** At anchor off Ulsan

### CASUALTY FOLLOW-UP

**Heung-A-Dragon** – edition 35 and 36 – General Average has been declared and shipowners have appointed Korhi Average Adjusters in Seoul to collect GA security. Roose+Partners have been appointed on behalf of part cargo

**Cargo** Unknown or in ballast

**Type of Casualty** These vessels were driven ashore during gales whilst off Ulsan, Korea. The *Zhou Hang 2*, in ballast, suffered damage as it struck rocks on the shore.

**Type of Claim** Hull damage and possible salvage claims



#### Stephen L. Colby

Tug, Built 1967, 597 gt

**Date of Casualty** 26 November 2013

**Cargo** n/a

**Voyage** n/a

**Type of Casualty** The vessel was carrying 350 m/t of fuel which began to leak into the river.

**Type of Claim** Salvage/wreck removal and hull damage claims.

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#### Hai Xuan 116-BLC

General cargo vessel, Built 2012, 1,599 gt

**Date of Casualty** 26 November 2013

**Voyage** Hai Phong to Dong Nai Province, Vietnam

**Cargo** 3,000 m/t of apatite ore

**Type of Casualty** Grounding 45 nm off Vang Tau, Vietnam after experiencing steering problems.

**Type of Claim** Hull damage and possible salvage claim and/or General Average declaration

### SINKINGS

Total losses and loss of life claims

#### Dadimar Dos

Fishing vessel, Built 1996, 181 gt

**Date of Casualty** 20 November 2013

**Type of Casualty** Fire and sinking 400 nm north of Cape Verde. The crew were safely evacuated.

#### Ghandhi

Fishing vessel, Built 1997, 99 gt

**Date of Casualty** 22 November 2013

**Type of Casualty** Water ingress into the engine room and sinking. The crew were safely evacuated.

#### Xing Long Zhou 65

General cargo vessel, no other details

**Date of Casualty** 25 November 2013

**Voyage** Qinhuangdao to Tianjin, China

**Cargo** Stone

**Type of Casualty** Sinking off Yantai, China. Three crew confirmed dead and nine others missing

#### Zihai Shun

General cargo vessel, no other details

**Date of Casualty** 25 November 2013

**Voyage** Unknown

**Cargo** Unknown

**Type of Casualty** Sinking off Weihai, China. Nine crew confirmed dead and five others missing.

**CSL Niagara** – edition 36 – was refloated in the evening of 20 November 2013. An inspection confirmed there was no damage to the hull or propulsion equipment.