

Roose + Partners

Casualty Newsletter 370

29th April 2020

FEATURE CASUALTY

Maersk Vilnius

Fully cellular containership, IMO 9408956, Built 2010, 26,020 dwt

Date of Casualty 26 April 2020

Voyage Freeport Bahamas to Port Elizabeth, South Africa

Cargo General containerised cargo

Type of Casualty Fire

Type of Claim Fire damage claim and possible General Average declaration

P&I Britannia

At 0600 hours on 26 April 2020 the fully cellular containership *Maersk Vilnius* experienced an engine room fire whilst she was sailing the Caribbean Sea which left the vessel disabled.

The ten year old vessel, which is registered in Singapore and has a carrying capacity of 1810 teu, was on a voyage from Freeport in the Bahamas to Port Elizabeth in South Africa and was some 220 nm east of the French Overseas territory of Guadeloupe when fire ignited in the

engine room and quickly spread through the space. It was reported to have been brought under control by the ship's crew a few hours later. However, as a result of the fire, the vessel was left without power and began drifting in a westerly direction towards Guadeloupe at a rate of 1.4 knots. The Regional Operational Centre for Surveillance and Rescue Antilles-Guyana (CROSS AG) were notified of the fire and put tugs and an evaluation team on standby to be deployed in the event the direction of drift of the vessel posed a threat to the local islands.

The owners of the *Maersk Vilnius* have contracted the tug *Alp Defender* which has proceeded to the *Maersk Vilnius'* position from Trinidad. She is expected to arrive later today and will tow the vessel to an appropriate repair port.

The vessel is carrying general containerised cargo as well as having 1,300 m³ of fuel oil on board. Neither the cargo or the fuel were at risk during the fire.

NEW CASUALTIES



CMA CGM Dalila ▣

Fully cellular containership, IMO 9450624, Built 2010, 109,021 dwt

Date of Casualty 22 April 2020

Voyage to Houston, USA

Cargo General containerised cargo

Type of Casualty Ran aground whilst approaching the port of Houston. The vessel was refloated with the assistance of at least four tugs the same evening.

Type of Claim Possible salvage claim

P&I North of England

La Manche ▣

Reefer, IMO 8226739, Built 1983, 13,223 dwt

Date of Casualty 22 April 2020

Type of Casualty Ran aground in Maxwell Bay, King George Island, Drake Passage,



Antarctica. The vessel was refloated with the assistance of the Chilean Navy.

Type of Claim Possible hull damage and salvage claim



Stella Polaris ▣

Fishing vessel, IMO 8700802, Built 1986, 224 gt

Date of Casualty 22 April 2020

Type of Casualty Caught fire whilst undergoing an overhaul at the Evert Bakker Quay in Urk, Netherlands.

Type of Claim Fire damage claim

Attesa ▣

Self-propelled barge, 1,176 ts

Date of Casualty 22 April 2020

Voyage Nieuwegein, Netherlands to Duisburg, Germany

Cargo No details

Type of Casualty Caught fire whilst sailing on the Rhine. Local fire-fighters attended.

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

Sarana Perkasa

General cargo vessel, IMO 8002121, Built 1980, 1,598 dwt

Date of Casualty 22 April 2020

Voyage Pontianak, Indonesia to unknown destination

Cargo No details

Type of Casualty Suffered engine failure near the Banda Islands in the Banda Sea, Indonesia. The vessel was towed to the port of Banda.

Type of Claim Possible towage or salvage claim

Njord Forseti ▣

Tug/Supply, IMO 9786669, Built 2016, 31 dwt

Date of Casualty 23 April 2020

Type of Casualty Allided with a wind turbine at the Borkum Riffgrund 1 offshore wind farm located 24 nm from Borkum island, Netherlands. The vessel was breached and three of her crew were injured. She was able to control the water ingress and proceed to Eemshaven with an escort from the lifeboat Hamburg.

Type of Claim Allision damage and crew injury claims



Further casualties overleaf ▣

Huacho Cinco

Fishing vessel, IMO 6917281, Built 1969, 499 gt

Date of Casualty 23 April 2020

Type of Casualty The vessel was abandoned by her crew after capsizing whilst 120 nm off San Juan Marcona, Peru. Two crew members are missing.

Type of Claim Total loss and loss of life claims

P&I MS Amlin

Grete Fighter

Dredger, IMO 7944762, Built 1980, 510 dwt

Date of Casualty 23 April 2020

Type of Casualty Suffered an explosion and fire whilst at the Grenaa shipyard in Denmark. Three crew members were seriously injured.

Type of Claim Fire damage claim

Krake

Repair ship, IMO 8825418, Built 1976, 385 dwt

Date of Casualty 24 April 2020

Type of Casualty Suffered engine problems in the Wadden Sea and was later towed into Borkum.

Type of Claim Towage claim

BBC Livorno

General cargo vessel with container capacity, IMO 9570670, Built 2012, 7,934 dwt

Date of Casualty 24 April 2020

Voyage Portsmouth, UK to Nakshay, Denmark



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NEW CASUALTIES - Continued - edition (370)

Cargo Wind turbine parts

Type of Casualty The vessel suffered mechanical trouble and was assisted into Kiel by a tug.

Type of Claim Possible tug claim and General Average declaration

P&I West of England



Hav Atlantic ▣

General cargo vessel with container capacity, IMO 9129122, Built 1996, 4,131 dwt

Date of Casualty 24 April 2020

Voyage Brake, Germany to Leknes, Norway

Cargo No details

Type of Casualty An excavator fell off the vessel during cargo operations at Leknes and crashed onto the quay.

Type of Claim Damage claim

Volgoneft 249

Product tanker, IMO 8230833, Built 1975, 4,125 dwt

Date of Casualty 24 April 2020

Voyage Astrakhan, Russia to Nikolaev, Ukraine

Cargo 3,736 m³ of gasoil

Type of Casualty Ran aground on the Kama river downstream from Kazan city. The vessel was refloated on 26 April 2020 and proceeded to Ulyanovsk on the Volga river for survey.

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

Mutiara Sentosa III

Passenger ro-ro, IMO 9021394, Built 1992, 4,101 dwt

Date of Casualty 24 April 2020

Type of Casualty Suffered engine failure whilst off Tanjung Tua in Lampung, Indonesia. Most of the passengers were evacuated. The vessel was taken in tow.

Type of Claim Possible salvage claim

Jeju Island/Madokamiya

Jeju Island - Fully cellular containership, IMO 9308417, Built 2006, 37,883 dwt

Madokamiya - General cargo vessel, No other details

Date of Casualty 25 April 2020

Voyage Yokohama to Tokyo, Japan /

Cargo General containerised cargo / No details

Type of Casualty The containership collided with the general cargo vessel which was anchored in Yokohama after being pushed by strong winds.

Type of Claim Collision claim

P&I Steamship / No details

Tuan Tu 08 (ex Minh Phat 09)

General cargo vessel, IMO 9527386, Built 2008, 907 dwt

Date of Casualty 26 April 2020

Voyage Vinh Tan Port, Vietnam to unknown destination

Cargo Stone

Type of Casualty The vessel suffered water ingress and returned to Vinh Tan Port where she sank.

Type of Claim Hull damage and salvage claim

Max Warrior

Bulk carrier, IMO 9600425, Built 2014, 205,361 dwt

Date of Casualty 27 April 2020

Voyage Jiangyin, China to Singapore

Cargo In ballast

Type of Casualty Suffered engine failure on the Yangtze river upstream from Shanghai. The vessel was assisted by tugs and brought to anchor in Zhangjiagang. Click [here](#) for video.

Type of Claim Possible tug claim

P&I American Club



Le Kevin – CH.407018 ▣

Fishing vessel, Built 1978

Date of Casualty 27 April 2020

Type of Casualty Ran aground at Saint-Vaast-La-Hougue on returning to port.

Type of Claim Possible hull damage and salvage claim

Star Kvarven

General cargo vessel with container capacity, IMO 9396153, Built 2010, 49,856 dwt

Date of Casualty 27 April 2020

Voyage Vancouver to Port Mellon, Canada

Cargo No details

Type of Casualty Allided with a dock whilst departing the port of Vancouver.

Type of Claim Allision damage claim

P&I Britannia

Mustafa Okan

Product tanker, IMO 9119464, Built 2000, 2,684 dwt

Date of Casualty 27 April 2020

Voyage No details

Cargo No details

Type of Casualty Suffered a technical failure south of Canakkale, Turkey. A tug was deployed to tow the vessel to Tuzla for repairs.

Type of Claim Towage and/or salvage claim and possible General Average declaration

P&I Hydor AS



Access all our previous casualty newsletters [here](#)

IN OTHER NEWS

With the recent decline in oil prices resulting from the global lack of demand due to the coronavirus pandemic and with crude oil storage capacity being exhausted, oil tankers are being used as floating storage units. It is reported that in excess of 160 million barrels are being stored on vessels including 60 VLCCs.

GENERAL AVERAGE NEWS

The owners of the fully cellular containership *MSC Michaela* (IMO 9230488, Built 2002, 85,797 dwt, Standard Club) have declared General Average after the vessel suffered rudder damage in a position 238 nm from Hibernia Field in the North Atlantic Ocean whilst en route from Freeport, Bahamas to Antwerp, Belgium. The vessel was towed to Antwerp and berthed at the MSC PSA European Terminal in the Deurgangdock. Richards Hogg Lindley have been appointed as GA Adjusters. To contact the GA Adjusters click [here](#). Roose+Partners are appointed to represent the interests of part cargo on board the vessel.

Loutro ▣

Combined chemical and oil tanker, IMO 9531583, Built 2011, 3,200 dwt

Date of Casualty 29 April 2020

Voyage Agioi Theodoroi, Greece, to Derince, Turkey

Cargo No details

Type of Casualty Suffered engine failure whilst in the Canakkale Strait. The vessel was reported to be drifting dangerously towards Kilitbahir point. Coastal Safety tugs were deployed to tow the vessel to the Karanlık liman anchorage.

Type of Claim Possible salvage claim

P&I North of England

CASUALTY FOLLOW-UP



Maersk Seoul – editions 121, 123, 124 & 129 – the owners of the containership have withdrawn their declaration of General Average in respect of the explosion and fire which occurred on board the vessel in July 2015. The GA Adjusters (Rudek & Cie and Richards Hogg Lindley) are in the process of notifying all property interests that no General Average adjustment will be issued and all General Average security is considered cancelled.

Framford – edition 324 – the vessel is being scrapped in the port of Fannes. She had been declared as a CTL after alliding with the Nordhordland Bridge near Steinestoon on 6 June 2020.

Jin Hwa 32 & Hwa 42 ▣ – editions 333, 334 & 338 – the *Hwa 42* barge remains aground at Rajhans beach more than six months after it, and the tug *Jin Hwa 32* grounded. The tug was removed in September 2019 but the barge remains aground amid delays which have been exacerbated by the coronavirus lockdown.

Golden Ray ▣ – editions 337, 338, 339, 340, 341, 342, 343, 344, 346, 348, 352, 355, 358, 360, 361, 362, 364, 366 & 369 – The US Coast Guard Commanders Norman Witt and Efrén Lopez together with several members of St. Simons Sound Incident Response salvage team attended on board the *Silver Ray* on 21 April 2020, a sister ship of the *Golden Ray*, during its call in Brunswick. The purpose was to familiarise themselves with the internal structure and system, which are similar to *Golden Ray* with a view to identifying any issues and concerns and develop contingency plans to mitigate these.

Aziz Torlak – editions 368 & 369 – the tanker was refloated on 21 April 2020 with tug assistance and brought to the Dakhla Anchorage for inspections. The vessel had run aground close to the port on 10 April 2020 on arrival from Cartagena.

