

Roose + Partners

Casualty Newsletter 373

20th May 2020

FEATURE CASUALTY

Rix Amethyst

General cargo vessel with container capacity, IMO 9173185, Built 1999, 2,953 dwt

Date of Casualty 18 May 2020

Voyage Rudkøbing, Denmark to Bremen, Germany

Cargo 2,800 m/t of barley

Type of Casualty Grounding

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

In the evening of 18 May 2020 the general cargo vessel *Rix Amethyst* suffered not one but two groundings whilst attempting to depart the port of Rudkøbing, which is situated on the west coast of Langeland Island, a Danish island located between the Great Belt and Bay of Kiel in the Baltic sea.

The 1999 built vessel had loaded a cargo of 2,800 m/t of barley for export from the Danish company Agro to consignees in Bremen in Germany. She had departed her berth at 1830 hours and was heading out of the port entrance into the north basin when she ran aground at 1913 hours close to the

entrance to the port. Attempts by the master to refloat the vessel by her own means failed and a harbour tug, the *Rudskallen*, was sent to assist. After an hour and a half of pushing the fully loaded vessel came free. As she turned towards the Langeland Bridge she then came into contact with a green fairway buoy, dragging it along, before running aground only a few hundred metres away from her original grounding position. Fortunately the master was able to refloat the vessel after 30 minutes under her own power.

After freeing his vessel, the master anchored north of the Langeland Bridge in order to carry out an inspection of the vessel and assess the condition of the hull and forward anchor. After satisfying safety tests and checks on her steering, the vessel was permitted to proceed on 19 May 2020.

The *Rix Amethyst's* draft, at 4.34 metres, is towards the upper limit of the size of vessel which are able to use the port of Rudkøbing, which can accommodate vessels with a draft of up to 4.8 metres. The port is approached through a narrow channel between Langeland and Thurø islands. Pilotage is recommended but is not compulsory.

NEW CASUALTIES



Fahrwohl ▣

Yacht, No other details

Date of Casualty 12 May 2020 – Late Notification

Type of Casualty Grounded on Coma-Ruga beach, Tarragona, Spain. The vessel was refloated in the morning of 16 May 2020.

Type of Claim Possible hull damage and salvage claim

KMP GUNSA 8 ▣

Ferry, IMO 8984513, Built 2000, 2,371 gt

Date of Casualty 13 May 2020

Type of Casualty The ferry was pushed



aground during poor weather at Padangbai Port. Tugs pulled the vessel free.

Type of Claim Possible hull damage and tug claim

Geiranger

Ferry, IMO 7816408, Built 1979, 336 dwt

Date of Casualty 13 May 2020

Type of Casualty Allided with a pier whilst arriving into Linge, Norway. The passengers were reported to be safe.

Type of Claim Allision damage claim

Mi Pequeña Vanesa

Fishing vessel, No other details

Date of Casualty 13 May 2020

Type of Casualty Suffered a machinery failure 1.2 miles off Roquetas de Mar. The rescue vessel *Salvamar Spica* was deployed from Almería and took the vessel in tow.

Type of Claim Possible salvage/towage claim

L'Écume II ▣

Fishing vessel, 58 gt

Date of Casualty 14 May 2020

Type of Casualty Ran aground in the English Channel near St Aubin's Fort at Belcroute, Jersey. The vessel was refloated with assistance.

Type of Claim Possible hull damage and salvage claim



Horizon Highway ▣

Vehicle carrier, IMO 9726700, Built 2016, 20,586 dwt

Date of Casualty 14 May 2020

Voyage Ijmuiden, Netherlands to Bremerhaven, Germany

Cargo Vehicles

Type of Casualty Allided with a quay and a tug during berthing manoeuvres in Bremerhaven.

Type of Claim Allision and collision claim

P&I Japan Shipowners

Bronnoyepel

Ro-ro with container capacity, IMO 7120055, Built 1971, 261 gt

Date of Casualty 14 May 2020

Type of Casualty Ran aground on a skerry in Lovund, Norway. The crew were evacuated and the vessel was subsequently pulled free by the tug *Polar Max*.

Type of Claim Possible hull damage and salvage claim

Bezanne

Yacht, No other details

Date of Casualty 14 May 2020

Type of Casualty Suffered water ingress and sank 30 miles south of Cap Blanc near Lucmajor, Majorca. The crew were rescued.

Type of Claim Total loss claim

Further casualties overleaf ▣

Kostar

Fishing vessel, IMO 9202687, Built 1999, 1,353 dwt

Date of Casualty 15 May 2020

Type of Casualty The vessel was abandoned by its 43 crew in the south Atlantic 575 nm west south west of Tristan da Cunha Island.

Type of Claim Possible total loss claim

P&I West of England

Mars Harmony

Bulk carrier, IMO 9832432, Built 2019, 36,898 dwt

Date of Casualty 15 May 2020

Voyage San Lorenzo, Argentina to Salaverry, Peru

Cargo 23,282 m/t of maize and soya beans

Type of Casualty Ran aground whilst transiting the Paraná river near Rosario most likely due to the low water levels on the river. The vessel was refloated with tug assistance the following day.

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

P&I Britannia

KM Putra Sejahtera 89 ▣

General cargo vessel, No other details

Date of Casualty 15 May 2020

Voyage No details

Cargo 80 m/t of supplies

Type of Casualty The vessel sank on the Siak River in Indonesia. Her cargo was looted.

Type of Claim Cargo loss and salvage claim



Roose + Partners

NEW CASUALTIES - Continued - edition 373

God's Love

Tanker, No other details

Date of Casualty 15 May 2020

Voyage No details

Cargo No details

Type of Casualty Suffered an explosion and fire whilst at Lome, Togo. One person was killed and several other people were injured.

Type of Claim Fire damage claim

Antwerpia

Bulk carrier, IMO 9591753, Built 2012, 81,429 dwt

Date of Casualty 16 May 2020

Voyage Arroyo Seco to Bahia Blanca, Argentina

Cargo Loaded, no details

Type of Casualty Ran aground on the Paraná River near Villa Constitución. The vessel has since been refloated.

Type of Claim Possible tug claim and General Average declaration

P&I Britannia

Holland/Bona-Fide/Seewind 1

Holland - General cargo vessel with container capacity, IMO 8518558, Built 1986, 2,295 dwt

Bona-Fide - Fishing vessel, 34 gt

Seewind 1 - Ferry, IMO 9227936, Built 2000, 198 gt

Date of Casualty 16 May 2020

Voyage Hamburg to Bosum, Germany / n/a

Cargo No details

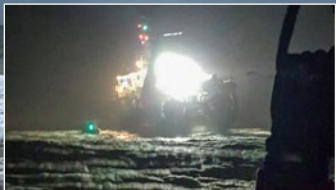
Type of Casualty The *Holland* suffered a generator failure and issue with her bow thrusters entering Bosum port, Germany and allided with the *Bona-Fide* which was berthed. Whilst manoeuvring away the vessel then contacted the ferry *Seewind 1*.

Type of Claim Collision claim

P&I Carina / No details

Harvest Krotoa

Fishing vessel, IMO 8709949, Built 1989, 350 dwt



Date of Casualty 17 May 2020

Type of Casualty Grounded on rocks at Plankies Bay, North of Fondeling Island, Langebaan. The vessel was listing to port side and rocking in heavy swells making crew evacuation difficult. Despite the conditions the master was able to refloat the vessel on the high tide and manoeuvre away from the rocks. The vessel was towed to Saldanha Bay. She has damaged ballast tanks.

Type of Claim Hull damage claim



Rimini

General cargo vessel, IMO 9421635, Built 2008, 2,620 dwt

Date of Casualty 17 May 2020

Voyage Rotterdam, Netherlands to Rostock, Germany

Cargo No details

Type of Casualty Allided with a lock gate on the Kiel Canal at Brunsbüttel. The vessel was assisted by tugs and pulled away from the lock. She was anchored for survey. There was a loss of oil into the water.

Type of Claim Allision damage claim

P&I Noord Nederlandsche

Sankt Georg

Yacht, Built 1933

Date of Casualty 17 May 2020

Type of Casualty Sank in Freistett harbour, Germany. The local fire brigade attended and raised the vessel.

Type of Claim Damage and possible salvage claim



Basaranlar 2

Fishing vessel, IMO 8533376, Built 2016, 287 gt

Date of Casualty 18 May 2020

Type of Casualty Lost stability and capsized off Nouakchott, Mauritania. The crew were able to abandon the vessel safely.

Type of Claim Possible salvage or total loss

Alcobri


Yacht, No other details

Date of Casualty 18 May 2020

Type of Casualty The skipper-less vessel was found aground at Mooloolaba Beach in Queensland, Australia. Witnesses reported they had seen a person fall from a yacht near Maroochydore and the body of the American owner was later located.

Type of Claim Hull damage and salvage claim



Access all our previous casualty newsletters here 



Ibrahim Simsek

General cargo vessel with container capacity, IMO 7504653, Built 1983, 5,586 dwt

Date of Casualty 19 May 2020

Voyage Istanbul to Aliaga, Turkey

Cargo In ballast

Type of Casualty Suffered a fire in her superstructure whilst anchored at the Kartal Anchorage, Turkey. Coastal Safety tugs and personnel attended and brought the fire under control. Cooling operations continue.

Type of Claim Fire damage claim

P&I Hanseatic

Atlantic Tulum

Bulk carrier, IMO 9403035, Built 2008, 58,022 dwt

Date of Casualty 19 May 2020

Voyage Reserve, USA to Puerto Caldera, Costa Rica

Cargo No details

Type of Casualty Allided with a pier at Puerto Caldera during berthing operations. Both the pier and vessel were damaged. [Click here](#) for video.

Type of Claim Allision damage claim

P&I Standard Club

CASUALTY FOLLOW-UP



Alta - editions 360, 361 & 362 - the Irish government is expecting to face a bill of more than GBP10million to remove the wreck of the abandoned vessel which washed up on the rocks near Ballycotton in February of this year. The scrap value of the wreck will not be sufficient to compensate for the removal costs and as yet the owner of the vessel has not been located.

Shen Gang Shun 1 - edition 365 - Wreck removal and clean-up operations have commenced in Arutua, French Polynesia under the direction of Boyer, appointed by the vessel owner. Work to remove the bunkers and the 75 m/t of rotting fish started last week. The fish will be dumped at sea. A floating dam has been put in place in the lagoon.

Shahraz - edition 372 - the Iranian owned containership remains aground in the Strait of Singapore near Sambu Island, Batam, Indonesia. Booms have been placed around the vessel to contain any release of oil. The containerised cargo will have to be lightered and we understand salvage operations are being coordinated by the Indonesian authorities. Many salvors are unable to assist the vessel given that she is a sanctioned vessel and they are prevented from contracting with an Iranian entity. If this was a bulk carrier, with one or two cargo interests, it may have been possible for them, rather than the shipowners, to organise the salvage operation and contract with salvors directly, excluding the involvement of the vessel interests. We were involved in such a case, the *Cabrera* (see edition 234) where cargo took matters into their own hands, which was the first time cargo have contracted on LOF terms directly without shipowner involvement. However one cargo interest does not have the legal authority to bind other cargo interests to a salvage contract, whereas the Salvage Convention provides a Master or shipowner with the requisite authority. As a consequence the matter is extremely problematic where there is multi-cargo involvement.

