

### FEATURE CASUALTY



### APL England

Fully cellular containership, IMO 9218650, Built 2001, 67,500 dwt

**Date of Casualty** 24 May 2020

**Voyage** Shanghai, China to Melbourne, Australia

**Cargo** General containerised cargo

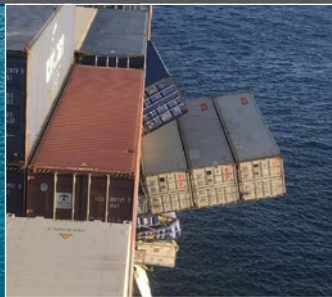
**Type of Casualty** Stow collapse and loss of containers

**Type of Claim** Cargo and container loss, possible recovery and clean-up operations

**P&I** Steamship Mutual

The fully cellular containership *APL England* is the latest containership to experience a loss of containers off the coast of Australia and will no doubt come under the scrutiny of Australia's Maritime Safety Authority (AMSA) who will have over the last few years been dealing with the aftermath of the loss of containers from the Yang Ming owned vessel *YM Efficiency* and are currently engaged in legal proceedings against Yang Ming to recover the resulting clean-up costs which estimated to be A\$17million.

The *APL England*, which was en route from Shanghai to Melbourne loaded general containerised cargo, is reported to have suffered a temporary power loss at 0610 hours local time on 24 May 2020 whilst transiting the Tasman Sea loss. She was approximately 40 nm south east of Sydney when she lost propulsion after encountering poor weather. The loss of power left her



rolling in the heavy seas and she suffered a collapse of some of her container stacks causing at least 40 containers to be lost overboard with a further 74 containers reported to have been damaged. Containers were left hanging off both sides of the vessel.

The vessel's crew were able to restore power very quickly and the Master altered their course to Brisbane in order to seek shelter, inspect the damage and restow the cargo. AMSA have despatched a surveillance aircraft to the area to try to locate the drifting containers and an alert has been issued to all vessels in the area. Drift modelling suggests that any containers which do not sink will move to the north east of Sydney.

Cargo presumed to be from the vessel has fetched up on Magenta Beach which correlates with AMSA's drift models. Cargo lost is reported to comprise of respirators, auto-parts and furniture. There were no dangerous goods listed amongst the cargo in the lost containers.

The CMA CGM vessel is anchored in Moreton Bay in front of Mooloolaba. AMSA inspectors have been on board to inspect the vessel and stow and review the manifest in order to ascertain her seaworthiness and whether she is safe to enter the port of Brisbane, particularly given the precarious nature of the containers hanging overboard. Security will likely have to be provided by the owners prior to the vessel being permitted to enter Brisbane. Click [here](#) for video.

### NEW CASUALTIES

#### MSXT Artemis

Bulk carrier, IMO 9728215, Built 2019, 63,539 dwt

**Date of Casualty** 16 May 2020 – Late Notification

**Voyage** Rosario, Argentina to Gibraltar

**Cargo** Corn

**Type of Casualty** Grounded shortly after departing her berth at Rosario. The vessel was refloated on 22 May 2020. Click [here](#) for video.

**Type of Claim** General Average declaration  
**P&I** Skuld



#### Casta Diva/Ming Lian

*Casta Diva* – Bulk carrier, IMO 9492359, Built 2001, 177,807 dwt

*Ming Lian* – Bulk carrier, IMO 9579444, Built 2011, 32650 dwt

**Date of Casualty** 19 May 2020 – Late Notification

**Voyage** Jiangyin, China to Port Hedland, Australia / Dongguan to Rizhao, China

**Cargo** In ballast / No details

**Type of Casualty** The vessels were in collision in the Yellow sea north of Shanghai.

**Type of Claim** Collision claim

**P&I** London Club / No details

#### Balimo Chief

General cargo vessel, IMO 9752503, Built 2014

**Date of Casualty** 19 May 2020 – Late Notification

**Voyage** Aslawe Wharf to Port Moresby, Papua New Guinea

**Cargo** No details

**Type of Casualty** Ran aground at Sipaia Village, east of Lae, Papua New Guinea. After investigating the matter the National Maritime Safety Authority suspended the master and four officers for 12 months.

**Type of Claim** Possible damage claim

#### Devisa E

Supply vessel, IMO 8009961, Built 1980, 801 gt

**Date of Casualty** 19 May 2020 – Late Notification

**Type of Casualty** Ran aground on rocks whilst transiting the Escravos Channel, Nigeria.

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



#### Aleksandr Shemagin

Product tanker, IMO 9612909, Built 2012, 6,613 dwt

**Date of Casualty** 20 May 2020

**Voyage** Rostov-on-Don to Syzran, Russia

**Cargo** No details

**Type of Casualty** The vessel allided with a concrete wall at Balakovo on the Volga river after suffering engine failure. Click [here](#) for video.

**Type of Claim** Allision damage claim

#### Qiu Feng

Tanker, No other details

**Date of Casualty** 20 May 2020

**Voyage** Bahe to Wahu, China

**Cargo** In ballast

**Type of Casualty** Suffered an explosion and subsequent fire during tank washing whilst on the Yangtze river close to Wahu. Two crew members were injured. Click [here](#) for video.

**Type of Claim** Fire damage and crew injury claims

#### Hoang Thinh 268

General cargo vessel, IMO 9338668, Built 2005, 5,404 dwt

**Date of Casualty** 21 May 2020

**Voyage** San Doung, Vietnam to unknown destination

**Cargo** No details

**Type of Casualty** Suffered engine failure off Van Phong Bay, Vietnam. She was towed to safety by the tug *Tan Gang 65*.

**Type of Claim** Possible salvage claim.



#### Discovery

Yacht, No other details

**Date of Casualty** 21 May 2020

**Type of Casualty** Caught fire whilst docked at Amador, Panama. The yacht was severely damaged with some 80% consumed by the fire.

**Type of Claim** Fire damage claim

[Further casualties overleaf](#)

#### Beaumont

General cargo vessel with container capacity, IMO 9319416, Built 2005, 3,792 dwt

**Date of Casualty** 21 May 2020

**Voyage** Lowestoft, UK to Rotterdam, Netherlands

**Cargo** No details

**Type of Casualty** Ran aground whilst departing Lowestoft. The vessel was pulled free by the tug *Jumbo*. She has since proceeded.

**Type of Claim** Possible tug claim

**P&I** Noord Nederlandsche



#### Odyssey of the Seas

Passenger cruise, IMO 9795737, 169,379 dwt, Built 2020

**Date of Casualty** 22 May 2020

**Type of Casualty** Suffered a cabin fire whilst at the Meyer-Yardin Papenburg, Germany during construction works.

**Type of Claim** Fire damage claim

**P&I** Gard

#### Sublime

Self-propelled barge, 2,794 ts

**Date of Casualty** 22 May 2020

**Voyage** No details

**Cargo** No details

**Type of Casualty** Suffered engine failure whilst sailing on the IJsselmeer after suffering water





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## NEW CASUALTIES - Continued - edition 374

ingress into her engine room. The vessel was pulled into Lelystad.

**Type of Claim** Possible tug claim



### Isola di Capraia ▣

Ferry, IMO 9166182, Built 1999, 200 dwt

**Date of Casualty** 24 May 2020

**Type of Casualty** Ran aground on the breakwater in San Nicola harbour on the Tremiti Islands, Italy. The vessel only had seven passengers on board. The vessel was refloated later the same day.

**Type of Claim** Hull damage and salvage claim  
**P&I** Standard Club

### Thalasses I

Yacht, No other details

**Date of Casualty** 24 May 2020

**Type of Casualty** The vessel suffered mechanical failure whilst off Ispos Kavos. Apatrol vessel was dispatched and the yacht was brought into Mykonos port.

**Type of Claim** Possible salvage type claim

### San Trela

Cargo vessel, IMO 6602977, Built 1965, 1,160 dwt

**Date of Casualty** 25 May 2020

### PIRACY NEWS



The general cargo vessel with container capacity *ESL Australia* (IMO 9365661, Built 2007, 17,356 dwt, West of England P&I) which was en route from Takoradi, Ghana to Douala, Cameroon was attacked by pirates in the Gulf of Guinea off Bonny, Nigeria on 20 May 2020. The crew mustered in the citadel and the pirates departed having looted the vessel. The Nigerian Navy responded.

**Type of Casualty** Caught fire whilst at Almeria, Spain. The vessel has been there since 2015 and was due to be auctioned by the tax authority. Local fire-fighters attended and Salvamento Marítimo sent their tug *Salvamar Spica* to assist.

**Type of Claim** Possible salvage claim



### Freya ▣

Fully cellular containership, IMO 9219874, Built 2000, 6,850 dwt

**Date of Casualty** 25 May 2020

**Voyage** Hamburg, Germany to Södertälje, Sweden

**Cargo** General containerised cargo

**Type of Casualty** Allided with the old southern lock on the Kiel Canal in Brunsbüttel, Germany. The vessel proceeded to the Lindenau shipyard in Friedrichsort for repairs.

**Type of Claim** Allision damage claim

**P&I** Noord Nederlandsche

### Cofco 1

Bulk carrier, IMO 9611709, Built 2014, 81,531 dwt

**Date of Casualty** 25 May 2020

**Voyage** San Lorenzo, Argentina to Denmark

**Cargo** 41,900 m/t of soybeans

**Type of Casualty** Ran aground on the Parana river upstream from San Martin port. The vessel was reported to have been refloated with tug assistance although her AIS is still showing her as being aground.

**Type of Claim** Possible hull damage and General Average declaration

**P&I** Steamship Mutual



### Prianka ▣

General cargo vessel, No other details

**Date of Casualty** 25 May 2020

**Voyage** West Bengal, India to Bangladesh

**Cargo** 900 m/t of fly-ash

**Type of Casualty** Struck a submerged jetty whilst transiting the Hatania-Donia River. The jetty had been damaged during the passage of Typhoon Amphan. The crew were rescued.

**Type of Claim** Wreck removal operations

### Cosco Sao Paulo

Fully cellular containership, IMO 9484388, Built 2013, 49,962 dwt

**Date of Casualty** 25 May 2020

**Voyage** Durban to Cape Town, South Africa

**Cargo** General containerised cargo

**Type of Casualty** Reported to have suffered a fire in her cargo hold whilst en route to Cape Town. The vessel anchored off Cape Town pending an inspection. She has since been brought to a berth.

**Type of Claim** Fire damage and possible General Average declaration

**P&I** West of England

### Krislin/SCA Ostrand

*Krislin* - General cargo vessel with container capacity, IMO 9312377, Built 2005, 4,815 dwt

*SCA Ostrand* - Ro-ro, IMO 9087362, Built 1996, 9,618 dwt

**Date of Casualty** 25 May 2020

**Voyage** St. Petersburg, Russia to Kiel, Germany / n/a

**Cargo** No details

**Type of Casualty** The *Krislin* came into contact with the ro-ro whilst entering the East Shore port in Kiel.

**Type of Claim** Collision damage claim

**P&I** No details / Swedish Club

### Boliche

Bulk carrier, IMO 9853072, Built 2020, 62,150 dwt

**Date of Casualty** 26 May 2020

**Voyage** Ust-Luga, Russia to New Orleans, USA

**Cargo** No details

**Type of Casualty** Ran around in the Kadet Trench, Denmark. The vessel was pulled free and has since proceeded.

**Type of Claim** Possible tug claim

**P&I** Steamship Mutual

## IN OTHER NEWS

The fully cellular containership *Valdivia* ▣ was filmed sailing extremely close to the beach at Vlissingen Netherlands on 21 May 2020. She was heading out to sea having departed Antwerp, Belgium to Helsinki, Finland. She avoided running aground. Click [here](#) for video.

## LOF NEWS

### C Rock

Combined chemical and oil tanker, IMO 9333668, Built 2005, 5,850 dwt

**Date of Casualty** 12 May 2020

**Voyage** Barcelona, Spain to Piraeus, Greece

**Cargo** In ballast

**Type of Casualty** Suffered main engine problems 130nm south-south-east of Crete Island, Greece. Tsaviris Salvage were contracted on LOF terms. This vessel suffered main engine problems in July of 2019 and was also assisted by Tsaviris Salvage under an LOF salvage agreement.

**Type of Claim** LOF salvage claim

**P&I** London Club

## CASUALTY FOLLOW-UP



**Golden Ray** - editions 337, 338, 339, 340, 341, 342, 343, 344, 346, 348, 352, 355, 358, 360, 361, 362, 364, 366, 369 & 370 - the crane *VB-10,000* which will be used during the dismantling of the vehicle carrier is expected to arrive at the site at the end of June. Construction of the environmental barrier continues as does the installation of the lifting lugs, which will be used to lift each section of the vessel once the cutting phase begins which will take place as soon as the crane arrives. Work has been slightly delayed as a consequence of the Covid-19 pandemic.

**Bhagvati Prem** ▣ - edition 344 - the dredger, which was beached on Surathkal beach after suffering water ingress into her engine room on 28 October 2019, is expected to remain there until after the 2020 monsoon season has passed. The vessel owner has failed to respond to notices issued by the New Mangalore Port Trust to remove the vessel and auction notices have therefore been issued.

**Stellar Banner** ▣ - editions 362, 363, 364, 365 & 366 - salvage operations are continuing to the vessel which remains aground in the Sao Marcos Bay off the coast of Brazil. Salvage companies Smit Salvage and Ardent are engaged in a joint operation. As at 22 May 2020 some 124,000 m/t of the ore cargo had been removed.

**Nawatrans X** - edition 372 - following the vessel's allision with the Kunkenmühle Bridge on the Dortmund-Ems-Canal near Moorlage, a sheerleg has successfully recovered the section of the bridge which fell into the canal. The canal has now reopened to traffic. The salvage costs are reported to be Eur 600,000. The *Nawatrans X* completed repairs in Leer and departed the port on 21 May 2020 bound to Oss.

**Shahraz** - editions 372 & 373 - we are advised that the owners of the vessel have contracted Singapore Salvage Engineers Pte Ltd to save the ship and cargo although the terms of the engagement have yet to be confirmed. Priority will be to remove the vessel's bunkers and then offload the containerised cargo.

