

Roose + Partners

Casualty Newsletter 375

3rd June 2020

FEATURE ARTICLE

Salvage News – Ardent Salvage Assistance, a thing of the past...

Ardent Global Marine Services has announced that it will no longer undertake salvage operations from May 2020. Ardent formed in 2015 following a merger of Svitzer Salvage, which was part of the Maersk Group, and Titan Salvage, part of the US Crowley Group. The aim was to become the largest salvage provider in the world but a challenging and highly competitive market has taken its toll.

Ardent's US operation, Ardent Americas LLC, was purchased by Royal Boskalis Westminster N.V. (Boskalis) earlier this year, of which salvage giant Smit is a subsidiary, significantly increasing Boskalis' operation in the US and its OPA90 provision, with Ardent Americas having approximately 4,000 vessels as their OPA90 provider. There is a statutory requirement under the OPA90 program that requires shipowners trading in US waters to have an agreement in place with approved emergency response companies for the provision of salvage and marine firefighting services. Readers will be aware of the recent proceedings in the States by Smit who were the OPA90 providers for the vehicle carrier *Golden Ray* after the vessel owners opted to utilise the services of T&T Salvage for the wreck removal operation. Smit had been involved in the original salvage operation as first responders.

The two companies, Smit and Ardent have been major players in the salvage world, competing for many salvage contracts although more recently the companies have combined their efforts on certain operations, the *Maersk Honam* containership fire in March 2018 being a good example (which goes to Arbitration in London this month with

the hearing being conducted remotely due to the Covid-19 pandemic), and the *Stellar Banner* grounding in March of this year.

This latest development will leave Boskalis and their subsidiary Smit as the largest operator and provider of marine salvage assistance and expertise in the world. It perhaps demonstrates the complexities there are in maintaining a salvage capability these days. We have reported on the continued reduction in the use of the LOF salvage contract and declines in salvage work with shipowners and notably their insurers taking advantage of this when negotiating terms of assistance. The upper hand has definitely been with the owners and insurers who have been able to take advantage of the fact that salvage companies, desperate to secure work, were willing to work on very 'flexible' terms. Take for example the increase in the use of capped salvage contracts, with tariff rates and limited uplifts being applied.

The loss of Ardent as an alternative provider of salvage assistance will certainly raise some concern amongst property and liability insurers regarding diminished competition and a reduction in available expertise to provide salvage services. What will happen when the next large casualty arrives? There is little doubt that the various Smit companies will see a benefit although other salvage companies will also be there to pick up the pieces, notably T&T Salvage and Resolve Marine as well as the Greek operators, Tsavirlis and Five Oceans Salvage. The upper hand in salvage negotiations may well have shifted back to the salvors, at least for the time being.



NEW CASUALTIES

Yuan Hua Hu

Crude oil tanker, IMO 9723588, Built 2015, 308,663 dwt

Date of Casualty 26 May 2020 – Late Notification

Voyage Singapore to Kaomblo, Angola

Cargo In ballast

Type of Casualty Disabled whilst sailing north of Port Elizabeth, South Africa. The tug *SMIT Syanda* was deployed and the vessel was towed to Port St Johns. Another significantly larger tug, the *Pacific Dolphin*, was also sent from Cape Town in order to tow the tanker to Durban. She arrived at Durban yesterday and was berthed at the New Pier Container Terminal.

Type of Claim Possible salvage/towage claim
P&I Gard



Kompozitor Rakhmaninov

Ro-ro with container capacity, IMO 8606616, Built 1986, 4,673 dwt

Date of Casualty 27 May 2020

Voyage Volgograd to Astrakhan, Russia

Cargo In ballast

Type of Casualty Allided with the Volgo River Bridge at Bishtyubinka in Astrakhan and then ran aground. The vessel was refloated by the tugs *Anatoly Dednev, OT-20532 & Gandurinsky*. Click [here](#) for video.

Type of Claim Allision damage and possible salvage claim

City of Louisville

Tug, No other details

Date of Casualty 27 May 2020

Type of Casualty The tug allided with pillar 4 of old US 80 bridge which spans the Mississippi river. The tug was pushing 15 unloaded barges and heading north on the Mississippi. None of the barges were affected.

Type of Claim Allision damage claim

Express Pegasus/Viking Diamond

Express Pegasus – Passenger ro-ro, IMO 7521651, Built 1977, 5,995 dwt

Viking Diamond – Vehicle carrier, IMO 9481075, Built 2011, 10,800 dwt

Date of Casualty 27 May 2020

Type of Casualty The *Express Pegasus* collided with the *Viking Diamond* at Drapetsona, Greece.

Type of Claim Collision claim

P&I Gard

Bakesteyn

Self-propelled barge, 3,102 ts

Date of Casualty 27 May 2020

Voyage Nieuwegein to Amsterdam, Netherlands

Cargo No details

Type of Casualty Suffered an engine room fire whilst transiting the Markermeer between Marken and Almere, Netherlands. The fire was brought under control and the vessel was pulled to Amsterdam.

Type of Claim Fire damage claim

Further casualties overleaf ▶



Grundoon

Yacht, No other details

Date of Casualty 27 May 2020

Type of Casualty The vessel grounded off Litchfield in the USA after her anchor parted.

Type of Claim Possible hull damage and Salvage claim

NM Piratini

General cargo vessel, No other details

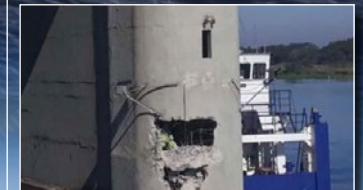
Date of Casualty 28 May 2020

Voyage Porto Alegre to Rio Grande, Brazil

Cargo Soybean meal

Type of Casualty Allided with the Guaiba Bridge at Porto Alegre, Brazil. A pillar of the bridge was seriously damaged.

Type of Claim Allision damage claim



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NEW CASUALTIES - Continued - edition (375)

BVT Formidable

Tug, IMO 7719698, Built 1979, 219 dwt

Date of Casualty 28 May 2020

Type of Casualty Suffered a fire whilst in a floating dock at Bremerhaven, Germany.

Type of Claim Fire damage claim

P&I Hanseatic

Jonas Oldendorff ▽

Bulk carrier, IMO 9852030, Built 2019, 61,000 dwt

Date of Casualty 28 May 2020

Voyage Qatar to Port Lincoln, Australia

Cargo In ballast

Type of Casualty Allided with the pier during berthing operations at Port Lincoln, South Australia.

Type of Claim Allision damage claim

P&I Gard

Seestern

Pleasure fishing vessel, Built 1983

Date of Casualty 29 May 2020

Type of Casualty Suffered an engine room fire whilst in the Wadden sea between Neuharlingersiel and Spiekeroog. The people on board were rescued by a lifeboat. The vessel subsequently ran aground. She has since been pulled free and berthed in Neuharlingersiel.

Type of Claim Fire and hull damage claim

Terra Nova

Floating production tanker, IMO 9183532, Built 1999, 120,000 dwt

Date of Casualty 30 May 2020

Type of Casualty Caught fire whilst in the Atlantic off Newfoundland and Labrador in the Hibernia Field.

Type of Claim Fire damage claim

P&I Gard



Han Rong 356

Fishing vessel, IMO 9886859, 1,522 gt

Date of Casualty 30 May 2020

Type of Casualty Issued a distress alert whilst 440 nm west of Mangalore, India. Mariners are searching the area.

Type of Claim Possible total loss



Antigua ▽

Tourist boat, Built 1958

Date of Casualty 31 May 2020

Type of Casualty Suffered water ingress and sank whilst berthed in Greifswald, Germany.

Type of Claim Damage and salvage claim

Polaris

Motor yacht, No other details

Date of Casualty 1 June 2020

Type of Casualty Sank whilst moored on the Wesel-Datteln Canal at Gahlen, Germany.

Type of Claim Damage and salvage claim

Haugen Senior

Fishing vessel, No other details

Date of Casualty 2 June 2020

Type of Casualty Caught fire whilst moored at Senjahopen, Norway.

Type of Claim Fire damage claim

Lian Hang 7 ▽

General cargo vessel,

Date of Casualty 30 May 2020

Voyage Fujian to Zhoushan, China

Cargo No details

Type of Casualty Suffered structural failure and water ingress whilst sailing in the East China sea 10 nm east of Ningbo, China. The vessel subsequently sank in shallow water and is partially submerged. Thirteen of the crew were rescued. One crew member is missing.

Type of Claim Salvage/wreck removal and loss of life claim

Jaybird ▽

Catamaran, No other details

Date of Casualty 30 May 2020

Type of Casualty Suffered engine failure and grounded on rocks at Eastbourne, UK. The vessel was pulled free and towed into Sovereign Harbour.

Type of Claim Possible hull damage



Enjaz

Product tanker, Built 1986, 698 gt


Date of Casualty 3 June 2020

Voyage No details

Cargo In ballast

Type of Casualty Encountered poor weather and was pushed aground off the coast of Ratnagiri, India. The vessel had reported issues with her engine for a number of days before the grounding.

Type of Claim Possible hull damage, salvage claim/wreck removal

Access all our previous casualty newsletters here 

LOF NEWS

Ghety Bottiglieri

Combined chemical and oil tanker, IMO 9232034, Built 2002, 40,165 dwt

Date of Casualty 23 May 2020

Voyage Amsterdam, Netherlands to Nantong, China

Cargo 33,562,582 m³ of mixed aromatics

Type of Casualty Suffered engine failure whilst in the Arabian sea 370 nm east of Socotra island. Tsaviris Salvage were contracted under a Lloyd's Open Form Salvage Agreement to provide assistance. The vessel was taken in tow by the tug *Gladiator*.

Type of Claim LOF salvage claim

P&I UK Club

Minna

Fully cellular containership, IMO 9246712, Built 2005, 41,780 dwt

Date of Casualty 26 May 2020

Voyage Beira, Mozambique to Mauritius and Singapore

Cargo General containerised cargo

Type of Casualty The vessel ran aground whilst departing the port of Beira, Mozambique. T&T Salvage have been contracted as salvors and the vessel owners have declared General Average. Stichling Hahn Hilbich of Hamburg are appointed as GA Adjusters. Click [here](#) to contact them.

Type of Claim Hull damage, General Average declaration and LOF salvage claim

P&I Standard Club

CASUALTY FOLLOW-UP



Zelek Star ▽ – editions 352, 353, 354 & 358 – the vessel, which grounded on the Oranim Beach near Ashdod, Israel on 24 December 2019 after dragging at anchor and was later refloated by T&T Salvage under the terms of an LOF salvage on 31 January 2020, departed the port of Ashdod on 17 May 2020 bound for Tuzla where she is undergoing permanent repairs.

APL England ▽ – edition 374 – the Master of the containership which lost 40 containers overboard has faced charges from the Australian Marine Safety Authority for offences relating to pollution and damage of the marine environment as a result of poor cargo loading. Investigators found the cargo wasn't secured properly and the fittings used to secure the containerised cargo were heavily corroded, suggesting a clear breach of the requirements under the International Convention for the Safety of

Life at Sea (SOLAS). The vessel has been detained in Brisbane and her owners have been ordered to provide security for A\$22 million under the Protection of the Seas Act and provide a commitment that they will cover all the costs arising from the incident. The contents of five containers have washed up on Birdie Beach and further cargo and containers have washed onto rocks off Wyrabalong National Park.

Cofco1 – edition 374 – as anticipated in our report last week, reports the vessel had refloated were incorrect. Refloating operations on 27 May 2020 were unsuccessful but the vessel was finally refloated in the afternoon of 28 May 2020 by the tugs *Brutus*, *Albacora*, *Coopor Estibador* and *Coopor Estibador II*. The maximum draft for the area is set at 9.71 metres.

