

# Roose + Partners

## Casualty Newsletter 383

29th July 2020

### FEATURE CASUALTY

## Wakashio

Bulk carrier, IMO 9337119, Built 2007, 203,130 dwt 2007

**Date of Casualty** 25 July 2020

**Voyage** Lianyungang, China to Tubarão, Brazil

**Cargo** In ballast

**Type of Casualty** Grounding

**Type of Claim** LOF salvage claim with SCOPIE

**P&I** Japan Shipowners

In the evening of 25 July 2020 the bulk carrier *Wakashio* ran aground on a coral reef off the south east coast of Mauritius near Mahébourg.

The 2007 built vessel was on a ballast voyage from Lianyungang in China to Tubarão in Brazil when she ran aground in a position three miles south of Pointe d'Esny. The vessel's course had been monitored by the Mauritian coastguard prior to the grounding and efforts had been made to contact the crew to warn them of their dangerous course but without reply. An hour later the vessel grounded in the Blue Bay lagoon some 900 metres from the shore. The vessel's Master then notified the authorities of the accident. There are 20 crew on board. Reports suggest the vessel has some 3,894 m<sup>3</sup> of low sulphur fuel oil, 207 m<sup>3</sup> of diesel and 90 m<sup>3</sup> of lubricant oil on-board.

The following day local authorities dispatched a helicopter to carry out an aerial surveillance of the vessel. These inspections

have continued and on 27 July 2020 some oil was reported in the waters surrounding the bulk carrier. It appears the engine room has been flooded as a result of a ruptured hose but the hull is reported to remain intact. Containment booms have been placed in the lagoon by the authorities who are concerned about any impact on the Blue Bay Marine Park. Aerial monitoring continues. Testing for the presence of oil, grease and hydrocarbons has to date been negative but daily testing continues.

Smit Salvage has been appointed to refloat the *Wakashio* under the terms of an LOF salvage contract with SCOPIE invoked. Tugs have been deployed from South Africa and Singapore and are expected to arrive on site today together with oil spill response equipment. The sea conditions are challenging at the site with surf and the weather is forecast to deteriorate over early next week. Click [here](#) & [here](#) for video.



### NEW CASUALTIES



#### Kwale/Safari ▽

*Kwale* - Ferry, IMO 9522398, Built 2010, 600 dwt

*Safari* - Ferry, No other details

**Date of Casualty** 20 July 2020 - Late Notification

**Type of Casualty** The vessels were in collision in the Likoni Channel after the *Kwale* experienced mechanical problems. The *Safari* was breached and a number of passengers injured.

**Type of Claim** Collision damage and injury claims

#### Christiane Deymann 1/ Christiane Deymann 2

*Christiane Deymann 1* - Self-propelled barge, 3,066 ts

*Christiane Deymann 2* - Self-propelled barge, 2,030 ts

**Date of Casualty** 20 July 2020 - Late Notification

**Voyage** Uerdingen to Kehl, Germany

**Cargo** Scrap

**Type of Casualty** Ran aground on the river Rhine near Bad Breisig. The vessels were refloated with assistance of a container barge.

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

#### Paula Trader

Bulk carrier, IMO 9855458, Built 2020, 39,300 dwt

**Date of Casualty** 22 July 2020

**Voyage** Rio de Janeiro, Brazil to Montreal, Canada

**Cargo** No details

**Type of Casualty** Allided with a dock during berthing manoeuvres at Montreal.

**Type of Claim** Allision damage claim

**P&I** Britannia

#### Lady Diletta

River cruise vessel, Built 2019

**Date of Casualty** 22 July 2020

**Type of Casualty** Allided with the road bridge Longuich which spans the river Mosel. None of the 120 passengers on board were injured.

**Type of Claim** Allision damage claim

#### Filipinas Dinagat ▽

Passenger ro-ro, IMO 7227487, Built 1972, 668 dwt

**Date of Casualty** 23 July 2020

**Type of Casualty** Caught fire whilst off Carcar City north of Cebu, Philippines. The ro-ro had 45 passengers and crew on board at the time, all of whom were evacuated safely. The fire, which engulfed the ferry, was finally brought under control the following day and tugs were dispatched to pull the vessel to a safe area for inspection.

**Type of Claim** Fire damage and possible passenger claims

Further casualties overleaf ▶



#### Harbour First ▽

Combined chemical and oil tanker, IMO 9473119, Built 2011, 16,894 dwt

**Date of Casualty** 24 July 2020

**Voyage** Portland, UK to Saint-Nazaire, France

**Cargo** No details

**Type of Casualty** Allided with the Petit Maroc vertical lift Bridge whilst approaching Saint-Nazaire port. The vessel was under the control of a local pilot.

**Type of Claim** Allision damage claim

**P&I** Gard

#### Djo No. 3

Aggregates carrier, IMO 8859457, Built 1992, 684 gt

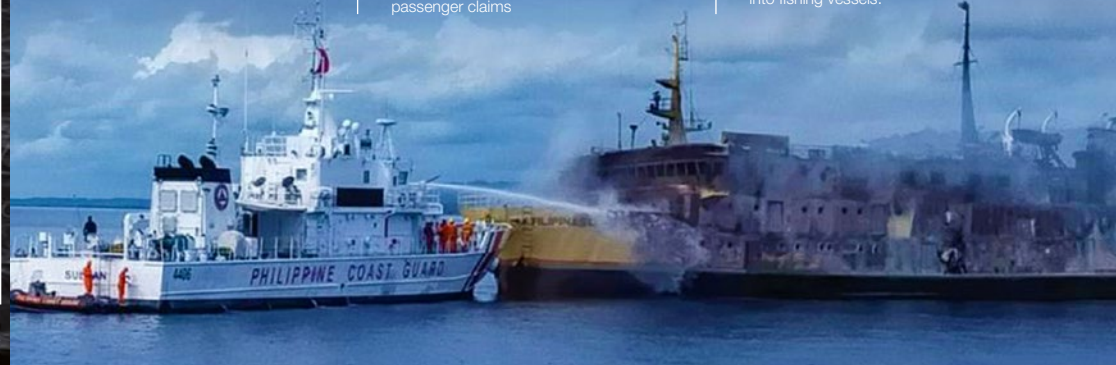
**Date of Casualty** 24 July 2020

**Voyage** Surabaya, Indonesia to unknown destination

**Cargo** Merchandise and construction materials

**Type of Casualty** Pushed ashore during rough weather and grounded on rocks at Masalembu island, Java sea, Indonesia.

The vessel is reported to have partially sunk although some of her cargo was offloaded into fishing vessels.



# Roose + Partners

NEW CASUALTIES - Continued - edition 383

**Type of Claim** Hull damage and salvage or wreck removal operation



## Voyager 6/OM 206

*Voyager 6* - Tug, IMO 8677512, Built 2012, 214 gt

*OM 206* - Barge, No other details

**Date of Casualty** 24 July 2020

**Voyage** Bunati Sebaman to Cilacap, Indonesia

**Cargo** 9,004 m<sup>3</sup> of coal

**Type of Casualty** Pushed aground during a storm off the Indonesian coast near Kemiren Beach in South Cilacap.

**Type of Claim** Possible hull damage and salvage claim

**P&I** MS Amlin

## Rhynegg

Passenger cruise vessel, No other details

**Date of Casualty** 24 July 2020

**Type of Casualty** Allided with a wall whilst departing the port of Rheinspitz on Lake Constance in eastern Switzerland.

**Type of Claim** Allision damage claim

## Kaelesi

Yacht, No other details

**Date of Casualty** 25 July 2020

**Type of Casualty** Suffered structural failure and sank between Porto Rafti and Karystos. The crew were rescued.

**Type of Claim** Total loss claim

## Laura

Yacht, No other details

**Date of Casualty** 25 July 2020

**Type of Casualty** Ran aground on the island of Ios near Ormos Kolitsani.

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

## Shambala/Batucada

*Shambala* - Yacht, No other details

*Batucada* - Yacht, No other details

**Date of Casualty** 26 July 2020

**Type of Casualty** The sailing yachts were in collision off the island of Castali between Formentera and Ibiza. One person died and a number of others were injured.

**Type of Claim** Collision damage and loss of life claims



## Jin Shuang Long 3/Jin Hong 89

*Jin Shuang Long 3* - General cargo vessel, 2,315 t

*Jin Hong 89* - General cargo vessel, No other details

**Date of Casualty** 26 July 2020

**Voyage** No details / Zhoushan to unknown destination

**Cargo** No details



**Type of Casualty** The vessels were in collision six miles north of Dachen island in the East China Sea. The *Jin Hong 89* capsized and sank following the collision but all her crew were rescued. The *Jin Shuang Long 3* suffered serious damage.

**Type of Claim** Collision claim

## Hongxiang

Sand carrier, No other details

**Date of Casualty** 27 July 2020

**Voyage** No details

**Cargo** No details

**Type of Casualty** Sank in the Strait of Taiwan 60 miles southwest of the island of Penghu. Only one of the nine crew members was rescued alive.

**Type of Claim** Total loss and loss of life claims

## Seewolf

Fishing vessel, IMO 8509052, Built 1985, 150 dwt

**Date of Casualty** 27 July 2020

**Type of Casualty** Suffered engine problems 65nm west of Egersund, Norway. The vessel was assisted by the Norwegian Coastguard patrol ship *KV Bergen* which towed the *Seewolf* to the inlet of Egersund and the tug *Kristian Gerhard Jebesen* completed the assistance and towed her into the port.

**Type of Claim** Possible salvage claim

## Arctic Lion

Fishing vessel, IMO 8822375, Built 1989, 1,919 dwt

**Date of Casualty** 28 July 2020

**Type of Casualty** Suffered water ingress and developed a serious list whilst berthed at Tromsø, Norway offloading frozen fish. Tugs and the coastguard assisted.

**Type of Claim** Possible salvage claim

Access all our previous casualty newsletters here

## LOF NEWS

See today's feature

**Sursum Corda** - edition 382 - The fishing vessel was finally refloated on 28 July 2020 by Multiship Salvage BV who were contracted on LOF salvage terms with SCOPIIC invoked. Following inspection the trawler was towed into the port of Thyboron, Denmark.

## CASUALTY FOLLOW-UP



**Ever Smart** - edition 241 - on 22 July 2020 the (Maritime Accident Investigation Branch) MAIB published their report into the loss of containers which occurred on 30 October 2017 whilst sailing from Taipei, Taiwan to Los Angeles, USA. The Master of the containership changed the vessel's passage plan in an attempt to avoid severe weather caused by a developing depression east of Japan but the *Ever Smart* still encountered heavy seas; and once weather conditions had improved it was noted that the aft container stacks had collapsed over to port. 42 were lost overboard and 34 were damaged. The MAIB report found the loss most likely occurred during a period of heavy pitching and hull vibration early on 30 October 2017 and a combination of factors caused the loss but, in particular, the containers were not secured in accordance with the cargo securing manual (CSM). The MAIB made three recommendations to the owners: to improve standards of stowage plans produced ashore; to improve crews' knowledge of the dangers of bow flare slamming and stern shuddering and to improve its lashing-gear maintenance and inspection management. Click [here](#) for the full report.

**Nur Allya** - editions 335, 336, 337, 340 & 347 - on 11 July 2020 the Agency for the Assessment and Application of Technology, the National Transportation Safety Commission (KNKT) and the owner of the vessel together resumed their efforts to locate the missing vessel using the research vessel *Baruna Jaya IV*. The search was concluded on 26 July 2020.

**Golden Ray** - editions 337, 338, 339, 340, 341, 342, 343, 344, 346, 348, 352, 355, 358, 360, 361, 362, 364, 366, 369, 370, 374, 376, 380 & 381 - challenging conditions due to the hurricane season compounded by the coronavirus pandemic are delaying the project to cut up the vehicle carrier. Operations will be suspended until the end of September. Ten of the salvage and support team have tested positive for COVID-19. From October there will be three group bubbles, the operational team who

the Norwegian Coastal Administration has begun another attempt to clear the trawler from the Hinlopen strait near Svalbard. As most of the pollutants have already been removed in previous salvage works the plan is that the vessel will be cut into approximately 50 sections of five m<sup>3</sup> each and taken away by barge. A temporary ban on shipping in the area has been imposed.

**Bahari Indonesia** - edition 382 - three search and rescue vessels were deployed to find the burnt out ferry on 25 July 2020.

**MSC Palak** - edition 382 - the containership was released from detention on 21 July 2020 and departed Ngqura bound for Las Palmas with an eta of 1 August 2020. The vessel had interrupted cargo operations, in advance of a period of stormy weather, to proceed to the anchorage at Ngqura. The vessel subsequently lost 23 containers overboard. The Mediterranean Shipping Company have given their undertaking to support all recovery efforts and cover clean-up costs which may be required in the areas over the next five years if found to be a result of the original loss.

**Nordic Wolverine** - edition 382 - Kiel, Jul 28 - following the arrival of four tugs, including the *Ocean Sky*, which sailed from Miami on 23 July 2020, and three Colombian tugs, *Cano Cristales*, *Capidahl* and *Eos II*, phase two of the salvage operation to refloat the vessel can begin. The first refloating attempt is expected to take place today.

