

### FEATURE CASUALTY

## New Diamond

Crude oil tanker, IMO 9191424, Built 2000, 299,986 dwt

**Date of Casualty** 3 September 2020

**Voyage** Mina al Ahmadi, Kuwait to Paradip, India

**Cargo** 270,000 m<sup>3</sup> of crude oil

**Type of Casualty** Fire

**Type of Claim** Fire damage, LOF salvage claim and possible General Average declaration

**P&I** West of England

In the early hours of 2 September 2020 the crude oil tanker *New Diamond* issued a distress signal after suffering an explosion and fire in her engine room which left her disabled and drifting in the Bay of Bengal some 40 miles off Sri Lanka's southeast coast.

The crude oil tanker, with 23 crew members on board, was carrying two million barrels of crude oil from Kuwait bound for the Paradip Refinery in India when the explosion occurred. While the crew were reported to be attempting to extinguish the

fire an alert was sent to passing vessels to divert and provide assistance to the tanker and her crew. The tanker *Helen M* diverted to area and picked up 20 of the *New Diamond's* crew who had finally evacuated the vessel into life-rafts. Two crew members, including the Master, were left on board and continued their fire-fighting efforts whilst another crew member was confirmed as missing presumed dead from the initial explosion. The entire crew were later all transferred onto a Sri Lankan Navy patrol vessel whilst the Master remained on board.

In a joint operation the Sri Lankan Navy and Indian Navy and Coast Guard have deployed numerous vessels to the area to carry out fire-fighting and pollution control measures. A fixed wing aircraft was also sent to carry out an aerial survey of the vessel and surrounding area. Smit Singapore Pte Ltd have been contracted under an LOF salvage contract to provide further assistance to the vessel and a salvage team arrived in Sri Lanka on 6 September 2020. Smit are now leading the operation and are working closely with the Sri Lankan Navy and Indian Navy and Coast Guard.

During the evening of 4 September 2020 the tanker was towed away from the coast by a Sri Lankan coast guard tug to avoid any risk that she may drift aground. The fire was reported as having been largely brought under control on 5 September 2020 with authorities confirming on 6 September 2020 it was mostly extinguished. However, whilst boundary cooling operations have continued, the fire reignited on 7 September 2020 after being subject to strong winds and the vessel once again began drifting towards the coast of Sri Lanka. Yesterday Sri Lankan authorities again reported the fire to be 'largely doused' but this morning the fire reignited and she is once again being towed away from the coast. Due to the intense heat on board it has not been possible to board the *New Diamond* but a team of three salvors were reported as having boarded today to carry out an assessment.

There has to date been no release of the cargo from the vessel. However the Indian Coast Guard have observed a two-metre-long crack near the vessel's port aft located ten metres above the water line. In addition, due to the amount of extinguishing water flooding the engine room, the tanker has adopted an aft trim and a sheen of oil has been observed close to the vessel. It is thought that diesel from the engine room's damaged tanks may have mixed with the fire extinguishing water which has flooded the engine room and is now escaping the vessel as she sits lower in the water at her stern. Samples of the water are being taken. The tanker has 1,700 m<sup>3</sup> of diesel on board.

Fire damage for the time being at least appears to have been contained to the engine room, machinery spaces and the accommodation block and superstructure. The cargo appears to be unaffected at the present time.



### NEW CASUALTIES

#### Vera Su

General cargo vessel, IMO 8611219, Built 1989, 3,217 dwt

**Date of Casualty** 28 August 2020 – Late Notification

**Voyage** Agios Nikolaos, Greece to Izmit, Turkey  
**Cargo** No details

**Type of Casualty** Disabled south of Kalamata and was towed to Aliaga by the tug *Ponthilos*.

**Type of Claim** Possible salvage claim

#### MOL Charisma

Fully cellular containership, IMO 9321249, Built 2007, 90,630 dwt

**Date of Casualty** 1 September 2020 – Late Notification

**Voyage** Port Klang, Malaysia to Nhava Sheva, India

**Cargo** General containerised cargo

**Type of Casualty** Suffered a fire in her No 5 cargo hold whilst 250 miles east of Sri Lanka. The fire was brought under control by the crew who activated the vessel's CO<sub>2</sub> fire suppression system. The vessel diverted to Colombo for inspection.

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

**P&I** Japan Shipowners

#### Sogno di Pi

Yacht, MMSI211300830

**Date of Casualty** 2 September 2020

**Type of Casualty** Grounded on a rocky shoal in the bay of Varkiza, Greece. The vessel suffered damage and water ingress. Coast Guard divers sealed a leak and pumped out the sea water before refloating it.

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

#### Bekkvik Jr

Fishing vessel, MMSI 257345820

**Date of Casualty** 2 September 2020

**Type of Casualty** Ran aground at Porsanger, Norway and developed a port side list. The vessel was pulled free by the local lifeboat and berthed in Honningsvåg.

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

#### Globalpesca I

Fishing vessel, IMO 9262376, Built 2002, 878 gt  
**Date of Casualty** 3 September 2020

**Type of Casualty** Caught fire whilst undergoing repairs in Punta Arenas, Chile.

**Type of Claim** Fire damage claim



#### Pang Tian

LPG tanker, Under construction, 62,367 dwt

**Date of Casualty** 3 September 2020

**Type of Casualty** The vessel was damaged whilst under construction at the Ulsan shipyard during the passage of Typhoon Maysak. She was pushed against the pier and suffered a hull breach which caused water ingress and a starboard list.

**Type of Claim** Damage claim

#### Chernomorets-34

Crane bare, IMO 8228581, Built 1984, 415 dwt

**Date of Casualty** 3 September 2020

**Type of Casualty** Driven aground in Telyakovskiy Bay, north-east of Vladivostok, Russia during poor weather. Two crew members were killed whilst the remaining seven were rescued.

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

#### Prudence

General cargo vessel with container capacity, IMO 9398046, Built 2008, 6,500

**Date of Casualty** 3 September 2020

**Voyage** Antwerp, Belgium to Fowey, UK

**Cargo** In ballast

**Type of Casualty** Suffered a mechanical failure 17 miles southeast of Brixham. The vessel, with 104 m<sup>3</sup> of fuel oil and 5,200 litres of lube oil, was towed to destination by the tug *Cannis*.

**Type of Claim** Possible salvage claim

**P&I** Noord Nederlandsche

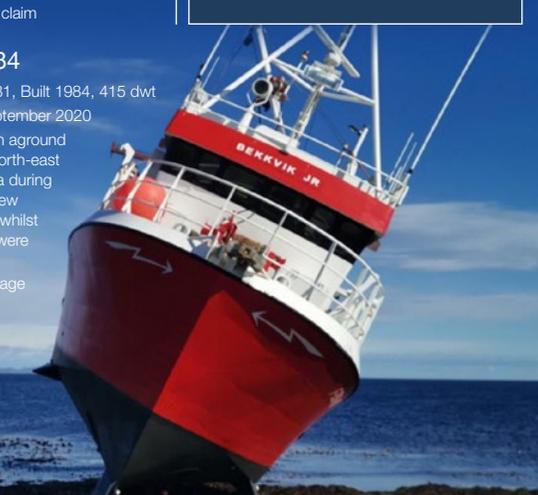
[Further casualties overleaf](#)

### LOF NEWS

See today's feature casualty.

### PIRACY NEWS

The reefer *Water Phoenix* (IMO 9045168, Built 1992, 5,429 dwt, North of England), en route from Ymuiden, Netherlands to Apapa-Lagos, Nigeria, was boarded by pirates in the morning of 8 September 2020 whilst sailing 30 nm south of Lagos, Nigeria. Some of her crew were kidnapped.



# Roose + Partners

NEW CASUALTIES - Continued - edition (389)



## Waverley ▣

Passenger cruise ship, IMO 5386954, Built 1947, 128 dwt

**Date of Casualty** 3 September 2020

**Type of Casualty** Allided with the pier at Brodick on the island of Arran off the west coast of Scotland. The vessel was holed above the waterline and 24 passengers were injured, many with broken bones.

**Type of Claim** Allision damage and passenger claims

## Risun

General cargo vessel, IMO 8928870, Built 1994, 2,300 dwt

**Date of Casualty** 3 September 2020

**Voyage** No details

**Cargo** No details

**Type of Casualty** Ran aground during anchoring operations at the Goseong anchorage, Goseong, South Korea during poor weather caused by Typhoon Maysak. The 14 crew members were evacuated by the Coast Guard.

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

## Pancon Glory

Fully cellular containership, IMO 9635418, Built 2012, 11,898 dwt

**Date of Casualty** 4 September 2020

**Voyage** Nagoya to Toyohashi, Japan

**Cargo** General containerised cargo

**Type of Casualty** In collision with an unnamed fishing vessel in Mikasa Bay.

**Type of Claim** Collision claim

**P&I** UK Club



## Kanuni Sultan Suleyman ▣

Ferry, IMO 9428762, Built 2008, 259 dwt

**Date of Casualty** 4 September 2020

**Type of Casualty** Suffered a steering gear failure and ran aground close to the Yalova ferry terminal. The vessel was refloated and towed to the ferry terminal where passengers and vehicles were disembarked.

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

**P&I** Turk P&I



## Norhav - N-43-A ▣

Fishing vessel, MMSI 257221640, Built 1974, 202 gt

**Date of Casualty** 4 September 2020

**Type of Casualty** Caught fire whilst berthed at Andenes, Norway. Local fire-fighters attended and brought the fire under control but not before it had spread to and damaged another vessel.

**Type of Claim** Fire damage claim

## Sirus

Yacht, No other details

**Date of Casualty** 4 September 2020

**Type of Casualty** Suffered damage to her sails and engine 75 miles southwest of Gualala Point, California, USA. The vessel was pulled to Sausalito by the Coast Guard cutter *Terr*.

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

## Steinau

General cargo vessel with container capacity, IMO 9280691, Built 2006, 3,713 dwt

**Date of Casualty** 5 September 2020

**Voyage** Martas to Ereğli, Turkey

**Cargo** No details

**Type of Casualty** Disabled in the northern Istanbul Strait after suffering engine failure. The crew were unable to effect repairs and the tug/icebreaker *Yumurtalık* was contracted to tow the vessel to destination.

**Type of Claim** Towage or possible salvage claim

**P&I** Standard Club

## Rypefjord

Fishing vessel, IMO 9131670, Built 1995, 470 dwt

**Date of Casualty** 5 September 2020

**Type of Casualty** Disabled 80 nm off the Norwegian coast. The Norwegian patrol boat *Tor* assisted and towed the fishing vessel to Bontelabo.

**Type of Claim** Possible salvage claim

## Veja

Self-propelled barge, MMSI 244740148

**Date of Casualty** 5 September 2020

**Voyage** Ghent, Belgium to Terneuzen, Netherlands

**Cargo** No details

**Type of Casualty** Suffered water ingress into her engine room whilst at Terneuzen. The local fire brigade and Rijkswaterstaat

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together with the salvors Multraship and Martens all provided assistance.

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

## Cinderella I

Ferry, IMO 8917065, Built 1990, 323 gt

**Date of Casualty** 5 September 2020

**Type of Casualty** Ran aground on the island of Moja in the Stockholm archipelago. After passengers were evacuated the vessel was refloated and later berthed in Stockholm.

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



## Trung Thao 36 BLC ▣

Product tanker, IMO 9700598, Built 2012, 3,037 dwt

**Date of Casualty** 7 September 2020

**Voyage** Da Nang to Dung Quat, Vietnam

**Cargo** In ballast

**Type of Casualty** Suffered a serious explosion in her port side cargo tank amidships whilst waiting to enter Dung Quat port, Quang Ngai in Central Vietnam. Some of her 12 crew members were thrown overboard. One crew member died. His body was recovered from the vessel today.

**Type of Claim** West of England

## Antero ▣

Bulk carrier, IMO 9537381, Built 2011, 56,892 dwt

**Date of Casualty** 7 September 2020

**Voyage** Antwerp, Belgium to Gdansk, Poland

**Cargo** No details

**Type of Casualty** Ran aground on the Wester Scheldt near Terneuzen, Netherlands. Numerous tugs from Multraship and Boluda attended the vessel and she was pulled free yesterday afternoon and moored in Flushing roads for inspection.

**Type of Claim** Possible salvage claim

**P&I** London Club

## CASUALTY FOLLOW-UP



**Zelek Star ▣** – editions 352, 353, 354, 356, 358 & 375 – repairs to the general cargo vessel, which ran aground off Ashdod, Israel in December 2019, and was refloated by T&T Salvage under an LOF Salvage contract with SCOPIIC invoked, were completed at the Tuzla shipyard on 5 September 2020. The following day the vessel was shifted to the Kartal anchorage where further repairs will be carried out readying her for sea trials.

**Wakashio ▣** – editions 384, 385, 386, 387 & 388 – A Japanese disaster relief team has confirmed there has been no damage to corals and mangroves in wetland sites recognized by the Ramsar Convention following the loss of oil from the bulk carrier. The team of seven, which included five environment experts, has been conducting on-site environmental probes since 21 August 2020 in the area including two

wetlands of international importance, the Blue Bay Marine Park and Pointe D'Esny where no oil entry or coating has been observed. Oil fences have been effective and currents have taken oil away from the areas of concern. Another team of experts is due to arrive later this week.

**Gulf Livestock I** – edition 388 – analysis of the track of the missing livestock carrier has shown that it headed straight into the eye of typhoon Maysak after which it stopped broadcasting. The master issued a distress signal as the vessel was close to the Japanese islands of Okinoerabujima. She was crewed by 39 Filipinos, two New Zealanders and two Australians. Only one crew member is known to have survived the loss of the vessel.

**Else** – edition 388 – the vessel has been temporarily patched and was permitted to sail by authorities on 8 September 2020.

