

Roose + Partners

Casualty Newsletter 397

4th November 2020

FEATURE CASUALTY

Francisca

Fully cellular containership, IMO 9113214, Built 1997, 5,910 dwt

Date of Casualty 31 October 2020

Voyage Straumsvik, Iceland to Rotterdam, Netherlands

Cargo General containerised cargo

Type of Casualty Stow collapse

Type of Claim Container and cargo loss, clean-up costs

P&I North of England

On 31 October 2020 the fully cellular container *Francisca* suffered a loss of at least 33 containers overboard whilst sailing in the North Sea west of Duncansby Head, Scotland.

The 1997 built containership, which has a carrying capacity of 482 TEU, had departed Straumsvik, Iceland on 28 October 2020 bound for Rotterdam in the Netherlands and was transiting the Pentland Firth off the north east tip of Scotland, when she encountered poor weather during the passage of Storm Aiden and suffered a collapse of her stow with containers being lost overboard.

The vessel initially reported to the Coast Guard that only ten containers had gone

overboard but this figure was subsequently revised upwards to 33. They advised that of the 33 containers lost only one was carrying cargo, reported to be medical supplies, with the remaining 32 containers being empty. Two 40 ft containers have already washed up on the coast of the Orkney island of Foy. On receiving news of the container loss, the Coast Guard dispatched a tug to the area to act as a guard vessel and to try to locate the containers. The Northern Lighthouse Board also assisted in the search using their vessel *Pharos*. A Coast Guard aircraft was also deployed in the search. A warning was broadcast to shipping regarding the container loss.

After reporting the loss the *Francisca* slowed her speed and remained in the area. The crew meanwhile carried out inspections to the remaining stow over the weekend whilst a tug remained standing by after which she was permitted to continue her voyage to Rotterdam where she arrived yesterday.



NEW CASUALTIES



Arucas ▴

General cargo vessel, IMO 9197492, Built 2001, 5,830 dwt

Date of Casualty 25 October 2020 - Late Notification

Voyage Ruisbroek, Belgium to Mostaganem, Algeria

Cargo 3,500 m³ of sawn timber

Type of Casualty Lost part of the deck cargo whilst sailing in the English Channel. The vessel initially sought shelter in the bay of Douarnene and subsequently proceeded to Brest, France to re-stow the cargo.

Type of Claim Cargo loss and possible General Average declaration

Drangur-ÁR 307 ▾

Fishing vessel, IMO 8658138, Built 1984, 263 gt

Date of Casualty 25 October 2020 - Late Notification

Type of Casualty Sank in the port of Stovarfour. The vessel was patched and dewatered and brought to the surface using two mobile cranes by Sigourou Diving Services on 29 October 2020.

Type of Claim Hull damage and salvage claim

Vohburg

Fully cellular containership, IMO 9287807, Built 2005, 9,296 dwt

Date of Casualty 28 October 2020

Voyage Gdynia, Poland to Tilbury, UK

Cargo General containerised cargo

Type of Casualty Allided with the wall of New Northern Lock while entering Kiel Canal at Brunsbüttel, Germany. The vessel's bulbous bow was breached. The vessel underwent patching and temporary repairs and continued her voyage on 31 October 2020.

Type of Claim Allision damage claim

P&I Standard Club

Kamchatka Harvest

Fishing vessel, IMO 9113068, Built 1996, 684 dwt

Date of Casualty 28 October 2020

Type of Casualty Caught fire whilst sailing off the eastern coast of South Korea south of Tongyeong. The crew were evacuated and the vessel was brought into Tongyeong and moored to enable fire-fighting operation to continue.

Type of Claim Fire damage claim

El Secre

Fishing vessel, No other details

Date of Casualty 29 October 2020

Type of Casualty Disabled after its nets fouled the propeller southwest of the Island of Alboron. The search and rescue vessel *Salvamar Spica* was deployed and towed the vessel to the port of Almeria, Spain

Type of Claim Possible salvage claim

All Hands on Deck

Yacht, MMSI 203442200

Date of Casualty 29 October 2020

Type of Casualty Suffered a hull breach after colliding with a floating object whilst sailing 12 miles off Mallorca. The search and rescue vessel *Salvamar Saiph* towed the yacht into Sóller.

Type of Claim Hull damage and possible



Vega Scorpio ▽

Fully cellular containership, IMO 9491599, Built 2010, 11,768 dwt

Date of Casualty 31 October 2020

Voyage Rio Haina, Dominican Republic to Hamburg, Germany

Cargo Likely in ballast

Type of Casualty Dragged at anchor whilst moored in Scapa Flow where the vessel

Further casualties overleaf ▸

has been since the end of June. Local tugs were deployed and brought the vessel under control.

Type of Claim Possible salvage claim

P&I Standard Club

Aaroy

Ferry, IMO 9753806, Built 2015, 250 gt

Date of Casualty 31 October 2020

Type of Casualty Allided with the quay at Storekorsnes, Norway.

Type of Claim Allision damage claim salvage claim

Cemisle

Bulk cement carrier, IMO 9213911, Built 2000, 6,885 dwt

Date of Casualty 31 October 2020

Voyage Chatham, UK to Dunkirk, France

Cargo Cement

Type of Casualty Suffered a fire in a deck generator whilst at Chatham. Local fire-fighters attended.

Type of Claim Fire damage claim

Kalymnos star ▽

Ferry, IMO 8691130, Built 2006, 101 dwt

Date of Casualty 1 November 2020

Type of Casualty Caught fire and sank whilst en route from Kalymnos to Piraeus, Greece



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NEW CASUALTIES - Continued - edition (397)

for annual maintenance. Three crew were rescued but one had suffered burns.

Type of Claim Total loss and crew injury claims

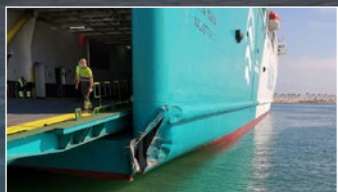
Enchanted Capri

Offshore support vessel, IMO 7359474, Built 1975, 3,000 dwt

Date of Casualty 2 November 2020

Type of Casualty Draggled at anchor in the Gulf of Mexico and grounded on the La Caba beach. The vessel was in the process of being towed to Tampico for dismantling when she encountered poor weather and anchored for shelter. Her skeleton crew have been rescued.

Type of Claim Possible salvage claim and clean-up operations



Bahama Mama

Passenger ro-ro, IMO 9441142, built 2009, 3,200 dwt

Date of Casualty 2 November 2020

Type of Casualty Allided with a pier during berthing operations at Malaga, Spain. The vessel suffered a three metre hull breach above the waterline.

Type of Claim Allision damage claim

P&I Steamship Mutual



Champion Tide

Combined chemical and oil tanker, IMO 9112117, Built 1996, 46,166 dwt

Date of Casualty 2 November 2020

Voyage Kiel, Germany to Porsgrunn, Norway

Cargo No details

Type of Casualty Draggled at anchor whilst moored at the Kiel Anchorage. Whilst attempting to re-anchor the vessel allided with a steel dolphin.

Type of Claim Allision damage claim

P&I UK Club

Heroysund

Ferry, IMO 9666405, Built 2013, 360 dwt

Date of Casualty 2 November 2020

Type of Casualty Allided with the ferry berth on arrival at Sovik, Norway and suffered damage to her bow door. Passengers were reported to be uninjured.

Type of Claim Allision damage claim

West Ocean 3

Fully cellular containership, IMO 7036981, Built 1970, 4,432 dwt

Date of Casualty 2 November 2020

Voyage No details

Cargo No details

Type of Casualty Ran aground off San Luis in Batangas, Philippines after dragging her anchor during the passage of typhoon Rolly.

Type of Claim Possible hull damage and salvager claim

Sema

General cargo vessel, IMO 9006435, Built 1992, 2,220 dwt

Date of Casualty 3 November 2020

Voyage Rostov, Russia to Mersin, Turkey

Cargo Wheat

Type of Casualty Ran aground in Taganrog Bay in the Sea of Azov, Russia after suffering a steering gear failure.

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

P&I Hanseatic

Barkly Pearl

Livestock carrier, IMO 9042295, Built 1993, 3,280 dwt

Date of Casualty 3 November 2020

Voyage Singapore to Fremantle, Australia

Cargo In ballast

Type of Casualty Suffered damage to her starboard hull and developed a list whilst sailing 120 km north of the port of Geraldton, Australia. The vessel was towed into Geraldton. [Click here](#) for video.

Type of Claim hull damage and possible salvage claim

Sri Asih

Product tanker, IMO 9308948, Built 2005, 109,637 dwt

Date of Casualty 3 November 2020

Type of Casualty Experienced an explosion in a cargo tank during maintenance at Yavlova, Turkey. The vessel suffered structural damage and five workers were injured.

Type of Claim Fire damage and injury claims

P&I Standard Club

Reflection

Fully cellular containership, IMO 9291339, Built 2004, 11,229 dwt

Date of Casualty 4 November 2020

Voyage Hiroshima to Matsuyama, Japan

Cargo General containerised cargo

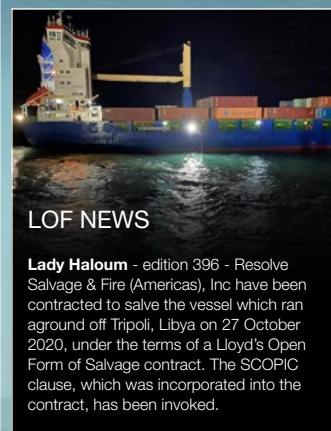
Type of Casualty Allided with a wharf in Hiroshima Port

Type of Claim Allision damage claim

P&I Britannia

PIRACY NEWS

Product tanker *Nefeli II* (IMO 9291638, Built 2003, 9,999 dwt, Skuld P&I) is reported to have possibly been the subject of a piracy attack south-west of Brass, Nigeria. The tanker as en route from Lome, Togo to Douala, Cameroon.



LOF NEWS

Lady Haloum - edition 396 - Resolve Salvage & Fire (Americas), Inc have been contracted to save the vessel which ran aground off Tripoli, Libya on 27 October 2020, under the terms of a Lloyd's Open Form of Salvage contract. The SCOPIC clause, which was incorporated into the contract, has been invoked.

CASUALTY FOLLOW-UP



Scandies Rose - editions 353, 357, 359, 362 & 391 - the owners of the fishing vessel have reached a settlement with the two surviving crew members and the families of four crew members who lost their lives when the vessel sank off Alaska on 31 December 2019. Details of the settlement, in excess of USD9million, have been filed with the U.S. District Court in Tacoma and will be subject to review in the state Superior Court. Division of the settlement has yet to be decided. The Coast Guard Marine Board of Investigation continues.

APL England - editions 374, 375, 376, 377 & 378 - a preliminary report issued by the Australians Transport Safety Bureau (ATSB) has found that high cube containers were likely to have been one of the causes of the loss of containers from the vessel in severe weather conditions near Australia in late May of this year. The high cube containers, which were stowed at the stern of vessel were unable to be attached by twist locks to the adjacent stacks which comprised of standard containers and resulted in height differences. The report also states the lashing bridges were not in good condition with some seriously corroded attachment points, despite the vessel having undergone an inspection in April when no major defects were reported. The vessel encountered severe weather off the coast of Australia with force 9 winds and high waves during which 50 containers were lost and 63 were damaged but that weather, according to the ATSB, was no worse than you can expect in the area during the Australian winter season. The ATSB investigation continues.

Maa - editions 394 & 395 - Resolve Salvage & Fire (Asia) have been appointed to carry out the refloating operation to the vessel which ran aground near Tenneti Park in Visakhapatnam in India on 13 October 2020.

Jakarta (formerly *CMA CGM Jakarta*) - editions 394 & 395 - local authorities have reported that oil has been released from the vessel. Poor weather continues to delay plans to remove the 300 m³ of fuel on board.

Maersk Launceston - edition 396 - the Polish Master of the vessel, who was arrested on 28 October 2020 and later released on 30 October 2020, has until 11 November 2020 to prepare his defence to a Greek prosecutor having been accused of causing an accident through negligence and violating international regulations for safety at sea. The Piraeus Port Authority has requested that the court grant them a three month period to complete their investigation into the collision. In the meantime, following an inspection by Class, the vessel has been granted permission to depart Piraeus.

Dayang Topaz - edition 396 - Petronas, the Malaysian oil and gas company which operates the oil platform *Baram B* which was struck by the *Dayang Topaz*, has stated that they will be carrying out their own incident investigation into the collision as well working with the local authorities and the owner of the support vessel. Inspections are also being carried out to determine the extent of damage to the platform and whether it remains safe to operate.

Nam Khanh 36 - edition 396 - the vessel remains aground off the coast of Vietnam. The vessel's fuel has been removed and local authorities are exploring salvage options.

Mercury Ocean - edition 396 - the vessel was refloated with the assistance of tugs *Bering of Proliv* and *Shakhtersk 5* on the evening of 30 October 2020. The vessel was taken to a safe anchorage and one of the tugs remained on stand-by.

