

# Roose + Partners

## Casualty Newsletter ④④

22nd January 2014

### FEATURE CASUALTY

## Tibil

Chemical tanker, Built 1981, 6,275 dwt

**Date of Casualty** 20 January 2014

**Voyage** En-route to Tuzla

**Cargo** In ballast

**Type of Casualty** Explosion

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

The Chemical tanker *Tibil*, which was proceeding to Tuzla in a ballast condition, suffered an explosion in one of her cargo tanks whilst she was sailing off the Marmara coast. As a result of the explosion one crew member was killed and four other crew members were injured and required hospitalisation. All the remaining crew were safely evacuated with the Master and Chief Officer later returning to assist with the salvage efforts. Eight local coastal safety tugs including *Kiyi Emniyeti 6*, *Kurtarma 1* and *Kurtarma 7* responded and were ready to provide fire-fighting assistance but reports suggest that there was no fire or that it quickly burned out.

The explosion caused a two-metre rip in the vessel's shell plating and resulted in the *Tibil* developing a list to starboard. Following a preliminary inspection of the vessel to determine the state of any fire and the risk of further explosions, ballasting operations were carried out to correct the list and the attending tugs then towed her into Tuzla Shipyard where she remains.

Due to the nature of the products they carry, tankers can be particularly susceptible to explosions. Even when empty, their cargo spaces can fill with flammable gases which have the potential to react to a single spark. Tankers are required to have systems in place to prevent this, filling the tanks with inert (non-explosive) gases, such as nitrogen. An inert gas system is required on all new tankers and most existing tankers of 20,000 dwt and above. For older vessels such as the *Tibil* often the method is to use gases from the ship's boiler flue which are firstly cleaned and then pumped these into the cargo tanks.



### NEW CASUALTIES

#### Citadel

Bulk carrier, Built 2008, 5,950 dwt

**Date of Casualty** 12 January 2014 - late notification

**Voyage** Porsgrunn, Norway to Seville, Spain  
**Cargo** 5,300 m/t of fertilizer

**Type of Casualty** Grounding near the mouth of the River Guadalquivir, five miles from Cádiz. The vessel was refloated on 19 January after salvors, Svitzer Salvage, dredged around the vessel.

**Type of Claim** Possible salvage claim and/or GA declaration

#### Sea Lion

Tug - No other details

**Date of Casualty** 16 January 2014

**Voyage** Transiting New York harbour



**Cargo** n/a

**Type of Casualty** Sinking off Long Island. The crew were rescued, with one seriously injured.

**Type of Claim** Total loss claim

#### Greta Selmer

Bulk carrier, Built 2011, 175,181 dwt

**Date of Casualty** 18 January 2014

**Voyage** Robert's Bank to Seven Islands, Canada

**Cargo** Unknown

**Type of Casualty** Grounding on the St Lawrence River near Ste. Petronille. The vessel was refloated with tug assistance and proceeded to Seven Islands, Canada.

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

#### Wes Janine/Stenberg

*Wes Janine* - Containership, Built 2012, 13,000 dwt

*Stenberg* - Chemical tanker, Built 2003, 16,660 dwt

**Date of Casualty** 16 January 2014

**Voyage** Bremerhaven, Germany to

St. Petersburg, Russia / Ijmuiden, Netherlands to Gdansk, Poland

**Cargo** General containerised cargo /

**Type of Casualty** Collision off Brunsbüttel. The containership dragged at anchor and collided with the tanker which was anchoring awaiting permission to enter the Kiel Canal. The vessels' anchor chains got entangled and had to be cut free by divers. The tanker continued her voyage but the *Wes Janine* had to be towed to Cuxhaven for repairs.

**Type of Claim** Collision damage, possible salvage claim and/or general average declaration

#### Karm Viking

Fishing vessel, Built 1979, 750 dwt

**Date of Casualty** 16 January 2014

**Voyage** n/a

**Cargo** n/a

**Type of Casualty** Fire whilst moored at Seljesanden, Norway after two bottles of argon exploded. The vessel was towed away from the coast due to environmental concerns and all hatch covers were closed. The vessel is being monitored by the coastguard.

**Type of Claim** Fire damage claim



Further casualties overleaf ▶

### CASUALTY FOLLOW-UP

**Maritime Maisie** - edition 41 - the fire on board has been extinguished but the tanker has yet to be granted a place of refuge to enable the safe transfer of her cargo of chemicals and bunker removal.

**West** - edition 43 - the grounded barge Prima, which was under tow of the West when it grounded, has developed a fracture amidships and is to be dismantled by Dutch salvors.

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## NEW CASUALTIES - Continued - edition (44)

### Tove ▣

General cargo with container capacity, Built 1996, 2,517 dwt

**Date of Casualty** 16 January 2014

**Voyage** Sauda, Norway to Ymuiden, Netherlands

**Cargo** Unknown

**Type of Casualty** Engine failure during bad weather in the North sea. The vessel was initially assisted by the Coastguard vessel *Bergen* and subsequently the tractor tug *Luca* took over the tow, arriving in Bergen on 19 January 2014. The Coastguard vessel was damaged during the incident.

**Type of Claim** Possible salvage claim and/or General Average declaration

### Pacific Orca/Jurie van den Berg

*Pacific Orca* - Semi-Sub HI vessel, Built 2012, 13,105 dwt

*Jurie van den Berg* - NG 1 - Fishing vessel, no other details

**Date of Casualty** 17 January 2014

**Voyage** Eemshaven to Windpark Borkumriff 1 / n/a

**Cargo** n/a

**Type of Casualty** Collision off the Dutch coast 14 nm north of the Wadden Islands.

**Type of Claim** Collision damage claim



### Leda Trader ▣

Containership, Built 2000, 33,917 dwt

**Date of Casualty** 18 January 2014

**Voyage** Port Everglades, USA to Puerto Limon, Costa Rica

**Cargo** General containerised cargo

**Type of Casualty** Fire in a cargo hold causing the vessel to seek a place of refuge in Dodge Island, Miami. Immediately upon discovery of the fire, the crew sealed off the cargo hold and

activated the vessel's fire suppression system. After arriving at Miami steps were taken to discharge some 48 containers to provide access to the affected area. When fire-fighters from Miami-Dade inspected the area it was ascertained that the fire was no longer active. Initial reports speculate that the fire began in a container loaded with a car.

**Type of Claim** Cargo loss, fire damage claim and possible General Average declaration



### AlgoNova ▣

Combined chemical and oil tanker, Built 2008, 11240 dwt

**Date of Casualty** 19 January 2014

**Voyage** Halifax to Quebec, Canada

**Cargo** Unknown

**Type of Casualty** Fire in Honguedo Strait north of Gaspé, eastern Quebec. The crew successfully extinguished the fire.

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



### Rachel Jayne IV ▣

Fishing vessel, no other details

**Date of Casualty** 19 January 2014

**Voyage** n/a

**Cargo** n/a

**Type of Casualty** Water ingress and subsequent sinking off Tynemouth. The crew were safely evacuated.

**Type of Claim** Total loss claim

### Sportivo

General cargo vessel, Built 1988, 664 gt

**Date of Casualty** 19 January 2014

**Voyage** Between Philippine ports

**Cargo** Fertiliser in bags

**Type of Casualty** Sinking following a collision with an unnamed vessel in the Iloilo Strait, Philippines. The vessel had initially sought shelter from tropical depression Agaton and developed engine failure after the Master sought to resume the voyage.

**Type of Claim** Total loss claim

### Rich Forest

Bulk carrier, Built 1982, 21,317 dwt

**Date of Casualty** 19 January 2014

**Voyage** China

**Cargo** Logs

**Type of Casualty** Water ingress into the vessel's engine room causing the vessel's engine and generator to fail. The vessel, which was 440 nm west of Guam, was reported to be taking on in excess of 160 tons of water per hour and due to concerns for their safety the crew abandoned ship using the vessel's life-rafts. They were subsequently rescued by a passing bulk carrier and then transferred to a Coastguard vessel. The *Rich Forest* remains adrift.

**Type of Claim** Possible total loss or salvage claim

### Poavosa Wisdom

Bulk carrier, Built 2009, 28,344 dwt

**Date of Casualty** 20 January 2014

**Voyage** Australia to New Zealand

**Cargo** Wheat

**Type of Casualty** The vessel docked at Taranaki in New Zealand with a gas leak in its forwards section. The leak came from a drum of aluminium phosphide, a fumigation agent, which had become contaminated causing a potentially harmful gas to be produced. The port was evacuated and fire-fighters with removed the drum.

**Type of Claim** Possible cargo contamination

### Bitu Gulf

Bitumen tanker, Built 1991, 3,884 dwt

**Date of Casualty** 20 January 2014

**Voyage** Singapore to Quy Nhon, Vietnam

**Cargo** Unknown

**Type of Casualty** Sinking in South China Sea 49 nm southeast of Phang Rang, southern Vietnam. All crew were safely evacuated.

**Type of Claim** Total loss claim

### Were Di ▣

Barge, no other details

**Date of Casualty** 21 January 2014

**Voyage** Ghent to Zeebrugge, Belgium

**Cargo** General containerised cargo

**Type of Casualty** Allision with the Steenbrugge bridge

**Type of Claim** Allision damage claim, cargo loss

