

FEATURE CASUALTY

Svendborg Maersk



Fully cellular containership, Built 1998, 110,387 dwt

Date of Casualty 14 February 2014

Voyage Rotterdam, Netherlands to Colombo, Sri Lanka and on to Singapore and ports in Japan and China

Cargo General containerised cargo

Type of Casualty Loss of containers

Type of Claim Cargo and container loss

Whilst the *Svendborg Maersk* was in the Ushant traffic separation zone transiting the Bay of Biscay, some 60 miles off Brest, she lost a significant number of containers overboard reportedly having encountered severe weather. The 8,160 TEU containership had departed the port of Rotterdam on an eastbound voyage via the Suez Canal to Colombo, Singapore and ports in Japan and China. Initial reports suggested that the losses were confined to fifty containers but it is now suggested that the loss could extend to five hundred and twenty

containers. As well as those containers lost overboard many more have been damaged as a result of the collapse of the container stacks with a six bays thought to be tilting.

Given that the vessel was on the eastbound leg of her service, some 85 percent of the containers were empty. Most of the containers were 40-ft boxes and it is thought the majority have sunk. Nevertheless efforts are being made to locate and recover any containers which remain afloat. Local maritime authorities were informed about the incident and a nautical warning broadcasted about the floating containers which have the potential to damage other vessels which come into contact with the floating units.

The vessel has called into to the port of Malaga in Northern Spain to effect repairs and discharge and restow the load. She is not thought to have suffered any particular damage and, subject to the discharge and re-stowage operations going well with no unforeseen complications, the containership is expected to be back in service in the next few days.

NEW CASUALTIES

RMS Wahnheim

General cargo vessel, Built 1990, 2,620 dwt

Date of Casualty 12 February 2014

Voyage n/a

Cargo n/a

Type of Casualty Fire in superstructure whilst in dry-dock.

Type of Claim Fire damage claim

Robert Greene

Tug, Built 1980, 933 gt

Date of Casualty 12 February 2014

Voyage Unknown

Cargo Corn, coal and soybeans

Type of Casualty The tug was pushing 15 barges when it allided with the Interstate 24 Ohio River bridge connecting Paducah, Kentucky and Metropolis, Illinois.

Type of Claim Allision damage claim

Frosina/Eviacement III

Frosina-General cargo vessel, Built 1971, 4,430 dwt

Eviacement III-Bulk cement carrier, Built 1975, 7,062 dwt

Date of Casualty 12 February 2014

Voyage At anchor Durres Port

Cargo Unknown

Type of Casualty Collision during bad weather of Durres Port

Type of Claim Collision damage claim



Gulen

Passenger ship, Built 1989, 680 dwt

Date of Casualty 14 February 2014

Voyage Unknown

Cargo n/a

Type of Casualty Allision with ferry dock at Hella. The *Gulen* suffered

a 15cm hole in her hull and damage to one of her ramps.

Type of Claim Allision damage claim



Captain Vangelis L/ Green Plus

Captain Vangelis L-Bulk carrier, Built 2009, 169,044 dwt

Green Plus-Product tanker, Built 2000, 1,100 dwt

Date of Casualty 15 February 2014

Voyage Qinhuaodao, China to Busan, South Korea / n/a

Cargo In ballast / Fuel oil

Type of Casualty Collision with the bunkering tanker *Green Plus* during bunkering operation at Busan roads causing a hole in the bulk carrier's portside bunker tank and leading to a substantial loss of heavy fuel oil.

Type of Claim Collision damage claim and clean-up operations

P&I Club Gard / n/a



Maersk Laberinto/ Maersk Missouri

Maersk Laberinto-Fully cellular containership, Built 2012, 99,863 dwt

Maersk Missouri-Fully cellular containership, Built 1998, 62,226 dwt

Date of Casualty 15 February 2014

Voyage Bremerhaven, Germany

to Antwerp, Belgium / Bremerhaven, Germany to New York, USA

Cargo General containerised cargo

Type of Casualty Whilst carrying out berthing manoeuvres at the Strom Quay, Bremerhaven, the *Maersk Laberinto* allided with the *Maersk Missouri* which was already moored. Neither vessel was reported to be significantly damaged but three shore-side container bridges were damaged causing them to be removed from service. *Maersk Laberinto* has since resumed her voyage to Antwerp but the *Maersk Missouri*, which was damaged at her starboard aft, remains in Bremerhaven undergoing further damage assessment. Her voyage may be delayed by some 5 days.

Type of Claim Allision damage claim

P&I Club Britannia Steamship / The Standard Club

Marco Polo

Cruise ship, Built 1965, 5,180 dwt

Date of Casualty 15 February 2014

Voyage Ponta Delgada to Tilbury, United Kingdom

Cargo n/a

Type of Casualty Heavy weather damage leading to the death of an elderly passenger and injuries to other passengers and crew.

Type of Claim Loss of life and personal injury claims

P&I Club The American Club

Barizo

General cargo vessel with container capacity, Built 1999, 5,049 dwt

Date of Casualty 17 February 2014

Voyage Aveiro, Portugal to Liverpool, United Kingdom

Cargo Timber

Type of Casualty Whilst sheltering from poor weather at Vivero Bay, the vessel's cargo shifted causing the vessel to list 6° to starboard. The Master diverted to Gijon where the cargo will be restowed.

Type of Claim Possible General Average claim

Annika/Finnaid

Annika - Chemical tanker, Built 2012, 1,646 dwt

Finnaid - Passenger ro/ro, Built 2006, 45,923 gt

Date of Casualty 14 February 2014

Voyage Travemunde to Emden, Germany / Travemunde to St. Petersburg, Russia

Cargo Unknown / n/a

Type of Casualty The *Annika* allided with the moored *Finnaid*. The tanker suffered significant damage.

Type of Claim Allision damage claim

P&I Club The Standard Club / Gard

Bernhard Schepers

Fully cellular containership, Built 2011, 10,600 dwt

Date of Casualty 17 February 2014

Voyage St. Petersburg, Russia to Bremerhaven, Germany

Cargo General containerised cargo

Type of Casualty Allision with the Southern Lock of the Kiel Canal causing damage to the pontoons.

Type of Claim Allision damage claim

P&I Club Unknown

Jin Xing/Mui Wo

Jin Xing - Ferry, Built 1993, 248 dwt
Mui Wo - General cargo vessel with container capacity, Built 1998, 750 dwt

Date of Casualty 18 February 2014

Voyage Guangdong to Hong Kong / Around Hong Kong

Cargo n/a / Unknown

Type of Casualty Collision off Tuen Mun, China.

Type of Claim Collision damage claim

P&I Club n/a / The Standard Club

CASUALTY FOLLOW-UP

Maritime Maisie - edition 41 - over 50 days on since her collision with *Gravity Highway* off Busan, Maritime Maisie remains under tow of Nippon Salvage's tug *Koyo Maru* whilst her owners try to persuade Japanese or South Korean authorities to allow the vessel a place of refuge where her remaining cargo can be transferred. Reports suggest the vessel's bending moments may now exceed her maximum strength limits and that her hull has been severely weakened by the collision and subsequent fire. There is considerable concern regarding potential pollution arising should the tanker split in two and her cargo spill.

Wu Yi San - edition 46 - following the allision with the quay at Yeosu, which damaged shore pipelines and led to the loss of oil from the pipeline, the tanker which had been chartered by Shell has completed discharge operations at Yeosu, offloading some 278,000 m³ of North Sea crude.

Just Mariam - edition 47 - the crew have refused to return to the vessel and have been repatriated after complaining about the conditions on board.

Zoey in collision with Hammonia Thracium - edition 47 - *Fei He* in collision with *Lime Galaxy* and *NYK Themis* in collision with *AZ Fuzhou* and *AZ Carnation* - edition 46 -

following these three collisions, all of which resulted in oil spills, the Maritime and Port Authority of Singapore (MPA) is conducting investigations into the circumstances of each to ascertain if there any systemic failures which may have contributed to the collisions.

