

Roose + Partners

Casualty Newsletter 52

19th March 2014

FEATURE CASUALTY

John 1

Bulk carrier, Built 1991, 42,263 dwt

Date of Casualty 14 March 2014

Voyage Las Palmas, Canarias to Montreal, Canada

Cargo In ballast

Type of Casualty Grounding

Type of Claim Possible hull damage and LOF Salvage claim

P&I The UK Club

The bulk carrier, which was in ballast and heading to Montreal to load cargo, grounded on rocks some 1.6km from Rose Blanche. According to reports the vessel had encountered problems with her main engine and initially began drifting parallel with the Newfoundland coast. Whilst the vessel continued to drift along the coastline, the crew attempted to effect repairs to the main engine but these were unsuccessful and the vessel's owners then contracted the tug *Ryan Leet*, stationed in Mulgrave, Nova Scotia, to assist. Unfortunately the prevailing winds shifted on shore causing the vessel's direction of drift to alter towards the coast. The coastguard vessel *Earl Grey*, which had been monitoring the vessel, attempted a number of times to establish a tow line to prevent the *John 1* running aground, but despite their efforts they were unable to effect a connection and the vessel grounded at 1.30pm local time on 15 March. With concerns for a deterioration in the weather, the vessel's 25 strong crew, were evacuated by helicopter. They were initially brought ashore at Rose Blanche and later flown to Burgeo. During their time ashore they reported that the vessel was

taking on water into her engine room.

Following the grounding, the vessel's owners contracted with professional salvors Svitzer Salvage to provide assistance to the casualty under the terms of the Lloyd's Open Form of Salvage Contract. We understand that the SCOPIC clause was also invoked. Salvage teams from bases in the US and the Netherlands were dispatched to the casualty. In the meantime the coastguard vessel continued to standby and monitor the vessel's condition, particularly with regard to possible pollution. Although initial reports suggested there was no pollution, the owners also activated their pollution response team. The Eastern Canada Response Corporation, who are generally retained by these owners to provide marine oil spill services, also

mobilised to the site.

The tug *Ryan Leet* arrived on 16 March and attempted to connect a line to the casualty but the poor weather conditions hampered the efforts. Overnight the wind, which had been a contributing factor in the grounding of the vessel, changed direction and the vessel came off the shoal unassisted early on 17 March. She is now anchored. There was reportedly a small amount of fuel spilled but it dissipated in the choppy conditions. The Svitzer salvage team, who arrived on the evening of 16 March, were finally able to board the casualty on the afternoon of 18 March. A second tug, *Atlantic Fir*, has arrived and both tugs are connected to the casualty and are preparing to tow the vessel to Argentina where the damage will be fully assessed.



NEW CASUALTIES



Paraskevi ▣

Bulk carrier, Built 2003, 74,269 dwt

Date of Casualty 10 March 2014 - late notification

Voyage Villa Constitución, Argentina to Brest, France

Cargo 45,000 m³ of soybeans

Type of Casualty Grounding on the Paraná River. A tug is en route to the casualty and some lightering, perhaps as much as 6,000 m³ of cargo, will be required. The vessel is estimated to be causing 80% of river traffic to be blocked, with at least 18 vessels delayed into or out of the Port of Rosario, which is due to begin receiving initial deliveries of the 2013-2014 crop of corn and soybeans at the end of this month.

Type of Claim possible salvage and/or General Average claim

P&I Gard



Safmarine Linyati ▣

General cargo vessel with container capacity, Built 2010, 12,325 dwt

Date of Casualty 12 March 2014

Voyage Antwerp, Belgium to Rouen, France

Cargo Unknown

Type of Casualty Grounding on the River Seine. After initial attempts to refloat the vessel failed, she was refloated the following day with the rising tide and after inspection she proceeded to Rouen.

Type of Claim Possible salvage claim

Blue Whale/ Mikhail Lukonin

Blue Whale - Ro-ro, Built 1996, 5,105 dwt

Mikhail Lukonin - General cargo vessel, Built 1981, 6,221 dwt

Date of Casualty 12 March 2014

Voyage Shanghai, China to Singapore / Vladivostok, Russia to Shanghai, China

Cargo Unknown / 4,200 m³ wood

Type of Casualty The *Blue Whale* allided with the *Mikhail Lukonin* in the anchorage at Shanghai. The general cargo vessel suffered a crack in her main deck, and her the fo'c'sle ladder and bulwark were damaged.

Type of Claim Collision damage claim

P&I Both with the UK Club

Maria Deymann

Tanker, Inland tanker, Built 1977, 2,000 dwt

Date of Casualty 12 March 2014

Voyage Unknown

Cargo 800 m³ of diesel

Type of Casualty Grounding on the embankment of the Elbe-Side-Canal causing the single skinned hull to be breached and a loss of approximately 10 m³ of diesel into the Canal. Divers are patching the leak.

Type of Claim Hull damage claim and clean-up operations

Wind Ambition

Ferry (offshore accommodation)

Date of Casualty 13 March 2014

Voyage Unknown

Cargo n/a

Type of Casualty Grounding whilst leaving the port of Esbjerg. The vessel refloated with the high tide.

Type of Claim Hull damage claim

UBC Cartagena/ Cembay

UBC Cartagena - Bulk cement carrier, Built 2009, 8,380 dwt

Cembay - Bulk cement carrier, Built 1997, 11,541 dwt

Date of Casualty 13 March 2014

Voyage Kjøpsvik to Trondheim, Norway / Kjøpsvik, Norway to Civitavecchia, Italy

Cargo Cement

Type of Casualty During stormy weather, both vessels broke free of their moorings whilst at the port and had to be assisted by local tugs.

Type of Claim Possible salvage claim



Massachusetts ▣

Passenger ro/ro, Built 1988, 99 gt

Date of Casualty 14 March 2014

Voyage n/a

Cargo n/a

Type of Casualty Grounding

Further casualties overleaf ▶

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NEW CASUALTIES - Continued - edition (52)

near the Hingham Back River, Massachusetts. The ferry had nine passengers on board. The vessel was refloated and towed to Boston.

Type of Claim Passenger claims, possible salvage claim

Wes Carina/Medon

Wes Carina - Fully cellular containership, Built 2001, 13,000 dwt

Medon - General cargo vessel, Built 1968, 3,355 dwt

Date of Casualty 14 March 2014

Voyage to Bremerhaven, Germany to Antwerp, Belgium / Liepaja, Latvia to Aarhus, Denmark

Cargo Unknown

Type of Casualty Collision causing damage to both vessels.

Type of Claim Collision damage claim

P&I Skuld / n/a

Genius Star VII

General cargo vessel, Built 2007, 12,005 dwt

Date of Casualty 14 March 2014

Voyage Houston, USA to Cotonou, Benin

Cargo Grain

Type of Casualty Whilst transiting the Houston Channel, the general cargo vessel was in collision with an unnamed oil barge, reportedly loaded with 38,100 m³ of fuel oil. The *Genius Star VII* suffered damage to her port side above the waterline. Both vessels were reported to be in a stable condition.

Type of Claim Collision damage claim

P&I Skuld



Rav

Fishing vessel Built 2003, 1,674 gt

Date of Casualty 15 March 2014

Voyage to Værøy

Cargo 940 m³ of capelin

Type of Casualty Struck an underwater rock at Gisundet which caused a breach in the hull at her bow and leakage of oil from her double bottom tanks. Dewatering and patching operations have been undertaken and the cargo of fish discharged onto another vessel.

Type of Claim Hull damage claim



Beagle III/Pegasus Prime

Beagle III - General cargo vessel, Built 2009, 17,220 dwt

Pegasus Prime - Containership, Built 2004, 9,618 dwt

Date of Casualty 18 March 2014

Voyage Yokohama to Kobe, Japan / Busan, South Korea to Tokyo, Japan

Cargo Steel coils / General containerised cargo

Type of Casualty Collision off Tokyo Bay leading to the sinking of the *Beagle III*. Eight of the twenty crew members on board the *Beagle III* are missing. The *Pegasus Prime* also sustained considerable damage at her bow.

Type of Claim Collision damage, loss of life and possible wreck removal

P&I Britannia / Korea Shipowners

Cemluna

Cement carrier, Built 1991, 3,715 dwt



Date of Casualty 17 March 2014

Voyage Aalborg to Aabenraa, Denmark

Cargo 3,000 m³ cement

Type of Casualty Grounding at the entrance to the port of Aabenraa. Tugs *Svitzer Njal* and *Bestla* assisted the vessel with the refloating and she proceeded into the port.

Type of Claim Possible hull damage claim



LMZ Ariel

Bulk carrier, Built 2012, 57,000 dwt

Date of Casualty 18 March 2014

Voyage Praia Mole, Brazil to Philadelphia, USA

Cargo Steel slabs

Type of Casualty Mechanical breakdown. Professional salvors Tsavlis Salvage have been contacted to provide assistance under the Lloyd's Open Form Salvage contract.

Type of Claim LOF Salvage claim and possible GA declaration



ALLISIONS

Damage claims

15 March 2014

Johanna

Fully cellular containership, Built 1999, 7,131 dwt

Voyage Kokkola, Finland to Antwerp, Belgium

Allision with the south lock of the Kiel Canal in Brunsbüttel

P&I Hydor AS

Passaat

General cargo vessel, Built 1994, 3,142 dwt

Voyage Grimsby, UK to Vierow, Germany

Allision with the flood gate in Brunsbüttel causing significant damage to the gate

P&I n/a



DS Agility

Fully cellular containership, Built 2008, 13,856 dwt

Voyage Rotterdam, Netherlands to Riga, Latvia

Allision with pilings in Kiel Canal at Schülup causing significant damage to the pilings

P&I Swedish Club

16 March 2014

Moldefjord

Passenger ro/ro, Built 2009, 350 dwt

Voyage Ferry services at Molde

Lost engine power and allided with the quay in Molde. Cars on board also suffered damage

P&I Gard

Norderoog

Fully cellular containership, Built 2004, 16,921 dwt

Voyage Hamburg, Germany to St. Petersburg, Russia

Allision with the new southern lock of the Kiel Canal in Brunsbüttel causing damage to the floating fenders

P&I Swedish Club



Okyalos

Bulk carrier, Built 1998, 73,322 dwt

Voyage Rotterdam, Netherlands to Liepaja, Latvia

Two separate allisions (whilst under tug assistance) with pilings in the Kiel Canal causing considerable damage to the pilings

P&I Skuld

Arklow Raider

General cargo with container capacity, Built 2007, 4,530 dwt

Voyage Rotterdam, Netherlands to Liverpool, UK

Allision with the South Quay of the Kiel Canal locks in Brunsbüttel

P&I North of England

CASUALTY FOLLOW-UP

Yusug Cepnioglu - edition 51 - weather conditions at the grounding site have improved and Tsavlis, the LOF salvors, have offloaded all the deck containers which remained on board. We understand that 94 containers were lost from the deck during the bad weather and the 79 containers below deck are fully submerged. Roose+Partners have been instructed to

represent part cargo interests and advise in relation to the defence of the LOF Salvage claim. We are also investigating the circumstances surrounding the grounding with a view to securing the recovery of losses arising from the casualty. The vessel is entered with The Shipowners Club and not Steamship Mutual as previously advised.

Fosenbulk - edition 51 - The issues with her engine have been dealt with and the vessel is proceeding to Rissa to deliver her cargo.

Achilleas - edition 34 - which remains in Limassol has been sold to Turkish breakers.