

FEATURE CASUALTY

Summer Wind collision

Summer Wind - Bulk carrier, Built 1995, 43,176 dwt

Barge 27706 - Barge, No other details

Miss Susan - Tug, no other details

Date of Casualty 22 March 2014

Voyage Houston to Unknown destination / Texas City, to Port Bolivar, USA

Cargo Unknown / 35,000 m³ of oil

Type of Casualty Collision

Type of Claim Collision damage claim and clean-up operations

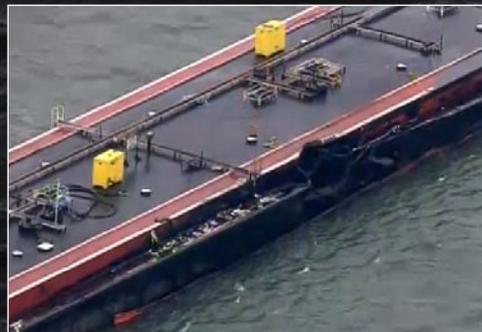
P&I The American Club

As the *Summer Wind* was transiting the Houston Ship Channel, departing the port of Houston, she was in collision with *Barge 27706* which was under tow of the tug *Miss Susan*. The barge, which was heading to Port Bolivar loaded with 924,000 gallon of fuel oil, was holed and partially sank. The damage was thankfully confined to one tank with a maximum carrying capacity of 168,000 gallons, but following the breach there was a significant discharge of the oil from the damaged cargo tank into the Channel. The *Summer Wind* suffered a small amount of damage and the towing tug *Miss Susan* was undamaged.

Following news of the collision, the Unified Command, which consists of various federal, state and local government agencies, established

a safety zone around the area and all vessels entering or exiting the Gulf of Mexico were prevented from doing so and the Channel was closed to all traffic. This was to ensure vessels did not interfere with the response efforts or inadvertently spread the oil. Steps were also taken to lighten the remaining oil from the partially sunken barge to prevent any further release of oil and the barge has since been taken to a local shipyard. The Channel has now reopened but only to barge traffic

According to reports over 500 people have been employed in the clean-up operation along with some 27 vessels. An estimated 90,000 feet of booms have also been deployed. Oil from the incident has been seen to be drifting out of the Channel into the Gulf of Mexico and it is hoped that this will limit the impact of the oil locally on bird habitats, fishing areas and beaches. Some 50 birds have needed treatment due to the oil. Whilst the focus remains on the clean-up and the environmental impact of the spillage, there will also be significant economic consequences arising from the closure of the waterway. The Channel is key in the movement of petrochemicals servicing eight refineries in area and generally handling up to 80 vessels a day. Some companies have already had to reduce their fuel production due to the lack of available vessels. An action against the vessels' owners has been commenced in the Texas federal court by local businesses affected by the spill.



NEW CASUALTIES



Viglia

Barge, No other details

Date of Casualty 20 March 2014

Voyage Koblenz to Trier, Germany

Cargo Unknown

Type of Casualty Grounding on the Mosel during a turning manoeuvre in Remich.

Type of Claim Possible hull damage claim

SK 7

Fishing vessel, Built 1980, 378 dwt

Date of Casualty 19 March 2014

Voyage At anchor Suva, Fiji

Cargo Fish

Type of Casualty Fire in wheelhouse and engine space. The fishing vessel's anchor was cut loose and she was towed into open waters to allow the fire to die down without intervention.

Type of Claim Fire damage claim



Nordwind

Tank barge, No other details

Date of Casualty 22 March 2014

Voyage Treptow, Germany to unknown destination

Cargo Unknown

Type of Casualty Allision with a gate of the Mühlendamm lock on the Spree in Berlin. The gate was destroyed and the ship's bow was breached.

Type of Claim Allision damage claim

Pesante

Tug, Built 1924, 11 dwt

Date of Casualty 22 March 2014

Voyage n/a

Cargo n/a

Type of Casualty Sinking in the Merwede Port, Dordrecht. Fuel has been reported leaking out of the wreck.

Type of Claim Hull damage, salvage claim and clean-up operations

Mars

Fire-fighting tug, built 1995, 53 dwt

Date of Casualty 20 March 2014

Voyage n/a

Cargo n/a

Type of Casualty Allision with a lighthouse in Novorossiysk oil terminal causing damage to the base of the lighthouse.

Type of Claim Allision damage claim

Keouyoung Hope

Combined chemical and oil tanker. Built 1993, 1,092 dwt

Date of Casualty 21 March 2014

Voyage Ulsan, South Korea to Chiba, Japan

Cargo Unknown product

Type of Casualty Mechanical breakdown off Irago-Suido, Japan. The vessel is being assisted by tugs Meiyo Maru and Suehiro Maru.

Type of Claim Possible salvage and/or General Average declaration

Rygjabuen

Fishing vessel, No other details

Date of Casualty 23 March 2014

Voyage n/a

Cargo n/a

Type of Casualty Grounding south of the Brønnøy Sound leading to water ingress. The vessel was refloated with the assistance of a local lifeboat and after dewatering was towed to Brønnøysund.

Type of Claim Hull damage claim

Nitrico II

Tanker, Built 1963, 489 dwt

Date of Casualty 24 March 2014

Voyage Willemstad to Terneuzen, Netherlands

Cargo 650 m³ of sulphuric acid.

Type of Casualty Grounding on the Easter Scheldt river off Stavenisse in the White Tonnenvliet. Tugs and an empty tanker were mobilised, should lightering be required, but the vessel was subsequently refloated without the need to offload cargo.

Type of Claim Possible salvage claim



CASUALTY FOLLOW-UP

Sea Breeze - edition 51 - the owners of the vessel have declared General Average and a salvage claim has also been advanced. Roose+Partners are appointed to protect the interests of the cargo on board the vessel and defend the salvage and General Average claims now being advanced.

Yusuf Cepnioglu - edition 51 - salvors Tsaviris continue with their efforts to save the vessel. Once the bunkers have been removed the salvors will turn their attention to the underdeck containers. The weather on site has interrupted operations intermittently.

John 1 - edition 52 - bad weather apparently slowed progress of the tow to Argentina but the vessel finally arrived under tow of the tug Ryan Leet with support having also been provided by the tug Atlantic Fir.

Paraskevi - edition 52 - the bulk carrier was finally refloated at 0820 hours local time with the assistance of tugs Tifon and Ona Don Lorenzo. Lightering of the cargo of soybeans had to be undertaken in order to facilitate the refloating. The river Paraná, which had remained closed since 10 March, was reopened to both incoming and outgoing vessels with drafts up to 8.9m. It is estimated

some 80 vessels were queued waiting to load cargo at Rosario and other ports on the river. The Paraskevi, which had developed a port list, proceeded into port at General Lagos, Argentina where she remains.

LMZ Ariel - edition 52 - the tug De Zhou, which has been subcontracted by Tsaviris Salvage, is proceeding to the assistance of the bulk carrier which suffered a mechanical breakdown whilst in the course of a voyage to Philadelphia, USA carrying steel slabs consigned to Arcelormittal in Cleveland and Chicago.