

FEATURE CASUALTY

Wilson Gdynia



General cargo vessel, Built 1994, 3,632 dwt
Date of Casualty 12 April 2014
Voyage Ayr, UK to Fallafoss, Norway
Cargo 1,900 m/t of wood chips
Type of Casualty Steering failure
Type of Claim Possible General Average claim

The *Wilson Gdynia* was proceeding with a cargo of wood chips bound for Norway when she suffered a steering failure during gale conditions. The cargo vessel was in a position some 20 miles off the west coast of Scotland when the steering failed and the Master immediately reported to the coastguard. The local lifeboats from Barra and Tobermory were

dispatched and in view of the poor weather conditions they stood by the vessel ready to evacuate the crew should the vessel's condition deteriorate.

In the stormy seas the vessel was rolling heavily and the Master kept the vessel's engine on slow speed and tried to keep the vessel's bow into the weather to reduce the rolling effects. With the crew unable to effect a repair, the vessel's owners arranged for a tug from Aberdeen to proceed to the assistance of the vessel at a reported cost of GBP22,000. The offshore supply vessel *Balder Viking* arrived at the vessel's location on 14 April and was instructed to tow the *Wilson Gdynia* to Belfast, arriving on 15 April 2014.

CASUALTY FOLLOW UP

Luno – edition 47 – Svitzer have pulled to the accommodation block onto the beach at Cavaliers and will now begin dismantling the ship.

Yusuf Cepnioglu – edition 51 – Salvage services are ongoing with operations being hampered by changeable weather conditions.

NEW CASUALTIES

Great Qin

Bulk carrier, Built 2010, 175,800 dwt

Date of Casualty 7 April 2014 – late notification

Voyage Cabo Rojo, Dominican Republic to Shandong, China

Cargo 170,000 m/t of bauxite

Type of Casualty Grounding near to Cabo Rojo port. The vessel was reported to require lightering before a successful refloating operation could be completed.

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

Daniel A/Castiglione Della Pescaia

Daniel A – Fully cellular containership, Built 2001, 17,254 dwt

Castiglione Della Pescaia – Fishing vessel, no other details

Date of Casualty 9 April 2014
Voyage Genoa, Italy to Gemlik, Turkey

Cargo General containerised cargo

Type of Casualty Collision leading to the capsizing of the fishing vessel 3 miles south of Elba Island, Italy.

Type of Claim Collision damage claim

P&I Standard Club

Eems Chrystal

General cargo vessel, Built 2006, 2,443 dwt

Date of Casualty 9 April 2014

Voyage Lubmin to Vierow, Germany

Cargo In ballast

Type of Casualty Grounding off Vierow, Germany in the Baltic Sea during berthing manoeuvres. The vessel was refloated on 10 April 2014. She was found to have suffered hull damage with a small leak of oil from her propeller shaft was detected.

Type of Claim Hull damage claim



Repubblica Di Roma

Ro-ro cargo vessel, Built 1992, 19,287 dwt

Date of Casualty 10 April 2014

Voyage Genoa, Italy to Lome, Togo
Cargo General cargo

Type of Casualty Fire whilst at anchor off Lome, Togo.

Type of Claim Fire damage claim



La Ballena – Small boat – details unknown

Date of Casualty 12 April 2014

Voyage Puerto Zuniga to Santa Marta, Colombia

Cargo 70,000 m/t of coal / Construction materials

Type of Casualty Collision near the port of Santa Marta leading to the loss of the *La Ballena*. 10 gallons of diesel was split. The *La Ballena* has been recovered by its owners

Type of Claim Collision damage claim and possible clean up operations

P&I Steamship Mutual

Lygra

Ferry, Built 1979, 7,012 gt

Date of Casualty 13 April 2014

Voyage Alicante, Spain to Oran, Algeria

Cargo 200 containers of olives plants and oranges

Type of Casualty Cargo shift causing the vessel to list and containers to be lost overboard with damage to trucks.

Type of Claim Cargo loss/damage

Therese Straub

Tanker barge, no other details

Date of Casualty 13 April 2014

Voyage Talkamer to Unknwon
Cargo 1,300 m/t of kerosene

Type of Casualty Grounding on the Rhine near Braubach

Type of Claim Hull damage claim

Beaufort

Offshore wind-farm support vessel, Built 969, 561 gt

Date of Casualty 14 April 2014

Voyage n/a

Cargo n/a

Type of Casualty Abandoned after engine failure north of Borkum Island north of Emden, Germany. The vessel was adrift in stormy seas with winds gusting up to force 9 and waves in excess of 5 metres. The crew were evacuated by helicopter. Later the vessel was boarded by a salvage team by helicopter who let go the vessel's anchor to slow the drift. The emergency tug Nordic was able to connect a towing wire and held the vessel pending the arrival of another tug, *Arion*. The *Arion* took over the tow but during the evening of 15 April the line broke in rough seas. The vessel is being held off Borkum awaiting an improvement in the weather.

Type of Claim Possible salvage claim



Sea Wellington/MCC Dhaka

Sea Wellington – Bulk carrier, Built 1990, 42,004 dwt

MCC Dhaka – Fully cellular containership, Built 2007, 22,314 dwt

Date of Casualty 15 April 2014

Voyage At Chittagong

Cargo 30,053 m/t of steel billet / General containerised cargo

Type of Casualty Collision in Chittagong's outer anchorage

Type of Claim causing damage to both vessels

P&I Both Korea Shipowners

LOF NEWS

Lloyd's Salvage Arbitration Branch have announced an amendment to Clause 4.5 of the LSSA Clauses which deals with the issue of security and the thorny subject as to what is, or isn't acceptable security or moreover who are, or are not, acceptable guarantors. It has previously been the case that salvage security under LOF was required to be provided by persons, firms or corporations (the guarantor) who were either acceptable to the salvors or were ordinarily resident in the United Kingdom and acceptable to the Council of Lloyd's. It has now been agreed that there will no longer be a requirement that the guarantor is resident in the United Kingdom. All other terms and conditions of clause 4.5 remain unaltered and the requirement by Lloyd's that the security is insured against potential default by the guarantor is still in place. The effect is that overseas underwriters will be able to sign the LOF standard guarantee form directly to Lloyd's and this guarantee must then be insured.

In other news, Lloyd's Salvage Arbitration Branch have also confirmed that they are seeking applications to the Lloyd's panel of LOF Arbitrators. The LOF panel is made up of five Arbitrators who are required to serve a five year term. This panel is renewed every five years and the present one will run until 11 November 2014 when the new panel will be announced.