

Roose + Partners

Casualty Newsletter 63

4th June 2014

FEATURE CASUALTY

Shoko Maru

Chemical tanker, Built 1995, 2,242 dwt

Date of Casualty 29 May 2014

Voyage At anchor off the port of Himeji

Cargo In ballast

Type of Casualty Explosion and fire

Type of Claim Total loss, personal injury and loss of life claims

After discharging her cargo of crude oil at the port of Himeji in Japan's Hyogo Prefecture, the 998t product tanker *Shoko Maru* was at anchor some five km off the port in the Inner Japan Sea when a huge explosion and fire occurred on board. Reports suggest that a member of the ship's crew was working on deck using a grinder to remove rust and paint at the time of the explosion. It is thought that a spark from the grinder may have ignited gases in the vessel's empty hold. As we have previously

advised, tankers can be particularly susceptible to such explosions. Empty cargo spaces can fill with flammable gases and, unless action is taken to prevent this, such gases have the potential to react to any sparks.

The vessel was attended by the Coast Guard and local firefighting vessels and the fire was extinguished. However the vessel had suffered considerable damage as a consequence of the explosion and this, combined with the water which was pumped on board to fight the fire, led to the vessel sinking some ten hours after the explosion. Video of the fire-fighting operation can be viewed [here](#).

As the time of the explosion the tanker was manned with eight crew members and all but one, the vessel's Captain, were evacuated from the vessel. Three were suffering from serious burns and one remains unconscious in a critical condition due to the severity of his injuries. Divers later recovered the body of Captain Masaichi Ando from the hold of the tanker. The sunken wreck has since been removed.



NEW CASUALTIES



Sweet Istanbul

General cargo vessel, Built 1995, 4,665 dwt

Date of Casualty 27 May 2014

Voyage Pantoloan, to Jakarta, Indonesia

Cargo Unknown

Type of Casualty Water ingress in the Java Sea.

Type of Claim Possible cargo damage

Elinakos

Bulk carrier, Built 1997, 73,751 dwt

Date of Casualty 26 May 2014 – Late notification

Voyage Longview, Washington, USA to Vietnam

Cargo 65,000 m³ of corn

Type of Casualty Loss of propulsion and subsequent grounding whilst on an outbound transit of the Columbia River. The vessel was subsequently refloated and towed back to Longview for inspection and repairs.

Type of Claim Hull damage claim, possible General Average declaration



Capella

General cargo vessel, Built 1999, 3,792 dwt

Date of Casualty 28 May 2014

Voyage Hamburg, Germany to Ghent, Belgium

Cargo Unknown

Type of Casualty Engine failure whilst transiting the Elbe. The vessel was assisted by the *Bürgermeister Weichmann* and carried out an emergency anchoring to effect repairs. The vessel completed repairs and resumed her voyage.

Type of Claim Possible claim by the assisting tug



Enarxis

Bulk carrier, Built 1986, 28,468 dwt

Date of Casualty 26 May 2014 – late notification

Voyage Kandla, India to Chittagong, Bangladesh

Cargo 25,250 m³ of salt in bulk

Type of Casualty Water ingress into the engine room whilst off Chittagong.

Type of Claim Possible General Average declaration



Cargo 3,377 m³ of automotive diesel fuel

Type of Casualty Hijack and theft of cargo. Contact with the vessel was lost on 28 May but the tanker has since reappeared minus her cargo. The pirates destroyed all the vessel's communication equipment and left sufficient bunkers on board to enable the vessel to reach the port of Sri Racha. All crew members were safe. Tanker reappeared minus cargo

Type of Claim Cargo loss and possible hull damage



Borkum

Patrol Ship, Built 2009, 138 dwt

Date of Casualty 28 May 2014

Voyage n/a

Cargo n/a

Type of Casualty Engine breakdown whilst in the North Sea. The patrol ship was towed into Cuxhaven by tugs *Wulf 7* and *Taucher Otto Wulf 3*.

Type of Claim Possible salvage claim



Orapin 4

Product tanker, Built 1983, 3,827 dwt

Date of Casualty 28 May 2014

Voyage Singapore for Pontianak, Indonesia

Further casualties overleaf

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NEW CASUALTIES - Continued - edition (63)



Irmiren ▣

Yacht, Built 1998, No other details

Date of Casualty 29 May 2014

Voyage Fort Lauderdale to Nantucket, USA

Cargo n/a

Type of Casualty Water ingress in heavy seas off Cape May. Efforts by the Coast Guard to control the water ingress and dewater the yacht were unsuccessful and the yacht was abandoned.

Type of Claim Total loss claim

NBP Cruiser

General cargo vessel, Built 2011, 9,250 dwt

Date of Casualty 29 May 2014

Voyage Barnaguilla, Colombia to Bergen, Norway

Cargo In ballast

Type of Casualty Brief grounding at Marsteinen leading to a breach of the hull and water ingress into the cargo hold. The vessel was escorted to Bergen.

Type of Claim Hull damage claim

Cape Med/Le Sheng ▣

Cape Med - Bulk carrier, Built 2006, 185,827 dwt

Le Sheng - General cargo vessel, Built 1998, 22,271 dwt

Date of Casualty 30 May 2014

Voyage Ashkelon, Israel to Santa Marta, Columbia / Huelva to Algeciras, Spain

Cargo In ballast / Nickel

Type of Casualty Collision in Algeciras Bay. The *Le Sheng* suffered damage to her bow and was holed with water ingress to her No 7 hold. The *Cape Med* was holed in way of her No.4 double-bottom ballast tank. Both vessels were ordered to anchor in Bay of Gibraltar for survey and investigation.

Type of Claim Collision damage claim and cargo loss

P&I Japan Shipowners / Skuld



Flybåten ▣

Ferry, No other details

Date of Casualty 30 May 2014

Voyage n/a

Cargo n/a

Type of Casualty Fire aboard the ferry whilst it was docked in Tønsberg.

Type of Claim Fire damage claim

Viking

Tug, Built 1972, 608 gt

Date of Casualty 30 May 2014

Voyage n/a

Cargo n/a

Type of Casualty Fire whilst at berth in Mariners Harbour, Staten Island.

Type of Claim Fire damage claim

Parmelia I

Product Tanker, Built 2009, 1,639 dwt

Date of Casualty 30 May 2014

Voyage Fremantle to Henderson, Australia

Cargo Unknown

Type of Casualty In collision with an unnamed fishing boat near South Mole, Fremantle. The damaged fishing vessel was towed to shore.

Type of Claim Collision damage claim



Yildizlar ▣

Wood-Chip Carrier, Built 1991, 46,826 dwt

Date of Casualty 30 May 2014

Voyage Wilmington, USA to Igsas, Turkey

Cargo Sawdust

Type of Casualty Allision with the pier at Igsas port causing serious structural damage to the pier, crane and damage to the vessel's shell plating.

Type of Claim Allision damage claim

P&I Steamship Mutual

DLB Norce Endeavour/ Maran Centaurus ▣▣

DLB Norce Endeavour - Pipe Layer, Built 2010, 20,057 dwt

Maran Centaurus - Crude oil tanker, Built 1995, 300,294 dwt

Date of Casualty 1 June 2014

Voyage Barrow Island Terminal, Australia to Singapore /Qatar to Singapore

Cargo n/a / Unknown

Type of Casualty Collision at the Singapore Anchorage causing some damage to both vessels.

Type of Claim Collision damage claim

P&I n/a / Gard

Georgiy Moskovskiy

Fish factory, Built 1981, 1,815 dwt

Date of Casualty 1 June 2014

Voyage n/a

Cargo Fish

Type of Casualty Loss of power after becoming entangled in its nets. The salvaging tug *Predannyi* is en route.

Type of Claim Possible salvage claim

Chihaya Maru

Bulk cement carrier, Built 2000, 10,557 dwt

Date of Casualty 2 June 2014



Access all our previous casualty newsletters here

Chiba to Tokyo, Japan

Cargo Unknown

Type of Casualty Engine breakdown. The vessel was taken in tow to Tateyama by a tug owned by Japan Salvage.

Type of Claim Possible salvage claim



East Blacksea ▣

General cargo vessel, Built 1991, 1,704 dwt

Date of Casualty 3 June 2014

Voyage Zante, Greece to Gemlik, Turkey

Cargo Unknown

Type of Casualty Engine breakdown off Bozcaada Island. The vessel was assisted by the freighter *Nikolay Klimov*, which diverted whilst en route from Eysk to Nemrut, and towed the *East Blacksea* to a safe anchorage off Bozcaada Island.

Type of Claim Possible salvage claim

CASUALTY FOLLOW-UP

Costa Concordia - edition 27 - reports suggest that the cruise ship will be dismantled and scrapped in Italy, most likely Genoa. The refloating operation is expected to begin on 20 July and the vessel will then be towed 280 km to Genoa. Scrapping the wreck in Genoa is expected to cost in the region of €100 Million.

Luno - editions 47 & 56 - teams from Svitzer and Koole have completed the wreck removal operation.

Northern Guard - editions 55, 59 & 61 - the vessel remains off Colombo with no decision taken as yet as regards discharge and onforwarding arrangements.

Hanjin Athens - edition 61 - the vessel is presently anchored off Limassol having been refused refuge at Port Said. The Limassol port authorities have asked for various documents before the vessel will be permitted to come alongside and discharge her cargo.

Federal Kivalina - edition 62 - was refloated on May 29 in the afternoon with the help of two tugs and a salvage team Donjon SMIT. No lightering was required. 18 vessels were stuck on the St. Lawrence Seaway waiting for the vessel to be refloated.

