

### FEATURE CASUALTY

## Diver Master/Kruzenshtern

*Diver Master* – Tug, Built 1919, 34 gt

*Kruzenshtern* – Tall ship, IMO 6822979, Built 1969, 1,645 dwt

**Date of Casualty** 4 August 2014

**Voyage** n/a

**Cargo** n/a

**Type of Casualty** Sinking

**Type of Claim** Total loss and wreck removal

As the harbour tug *Diver Master* was engaged in operations to assist the biggest tall ship in the world, the *Kruzenshtern*, in leaving the port of Esbjerg, Denmark in the late afternoon of 4 August, an apparent failure of one of the tug's tow line to release led to the tug capsizing and eventually sinking. The three crew members on board the tug were safely rescued. Two were able to scramble on to a police dinghy, which had been monitoring the departure operation and immediately responded to the developing incident, and a third crew was later pulled from the water.

The Russian owned *Kruzenshtern*, which was departing for Rostock, was being assisted by the tugs *Svitzer Helios* and *Diver Master*. Once in the channel, the tall ship let go one of the hawsers attached to the *Svitzer Helios*, which slipped free, but the second, attached to the *Diver Master*, failed to release and got stuck. The small harbour tug was pulled down and towards the *Kruzenshtern* and immediately began taking on water before finally capsizing and sinking. The later part of the incident was captured on video and can be viewed by clicking [here](#).

The tall ship was later permitted to continue to Rostock but investigations by both the police and the Maritime Accident Investigation Board have been launched. The wreck of the tug, which is lying in the middle of the fairway and poses a potential threat to traffic, will have to be removed and in the meantime the environmental authority of the Esbjerg Municipality is monitoring the situation with some concern for the potential threat posed by the tug's bunkers, estimated to be 3,000 litres. The tug is lying in water with a depth of 10.3 meters and there is a clearance to the surface of 6 metres.



### NEW CASUALTIES

#### Caroline Theresa

Combined chemical and oil tanker, IMO 9428449, Built 2009, 7,884 dwt

**Date of Casualty** 29 July 2014 – Late notification

**Voyage** Houston to Galveston, US

**Cargo** Unknown product

**Type of Casualty** Grounding whilst entering Galveston. The vessel was refloated but her departure permission has been refused pending an investigation.

**Type of Claim** Possible salvage claim

#### Cemfjord

Bulk Cement Carrier, IMO 8403569, Built 1984, 2,318 dwt

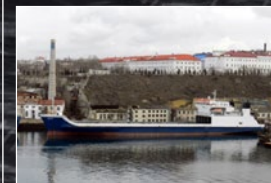
**Date of Casualty** 29 July 2014 – Late notification

**Voyage** Aalborg, Denmark to Goole, UK

**Cargo** 2,100 m<sup>3</sup> of cement

**Type of Casualty** Grounding on the island of Laeso, Denmark. The master reportedly had a blood alcohol level over twice the legal limit and was arrested. The vessel was refloated and after inspection has continued with her voyage.

**Type of Claim** Possible salvage claim



#### Ulfat

Ro-ro cargo vessel, IMO 7724253, Built 1978, 5,238 dwt

**Date of Casualty** 31 July 2014

**Voyage** Poti, Georgia to Kavkaz, Russia

**Cargo** Unknown

**Type of Casualty** Disabled. Vessel was towed in Novorossiysk.

**Type of Claim** Possible salvage and/or General Average declaration



#### Borisfen/Welle

*Borisfen* - General cargo vessel, IMO 8887753, Built 1986, 3,201 dwt

*Welle* - General cargo vessel, IMO 8101410, Built 1982, 3,848 dwt

**Date of Casualty** 31 July 2014

**Voyage** Rostov, Russia to Samsun, Turkey / Bandirma, Turkey to Rostov, Russia

**Cargo** Wheat / In ballast

**Type of Casualty** Collision near Azov causing damage to both vessels.

**Type of Claim** Collision damage claim

#### Amur-2527

General cargo vessel, IMO 8721533, Built 1988, 3,337 dwt

**Date of Casualty** 1 August 2014

**Voyage** Yeisk, Russia to Samsun, Turkey

**Cargo** Wheat

**Type of Casualty** Grounding in Samsun port, Turkey. The vessel was refloated and berthed at Samsun with assistance from local tugs.

**Type of Claim** Possible salvage claim

#### Professor Gagarinskiy

Research vessel, IMO 8822650, Built 1987, 329 dwt

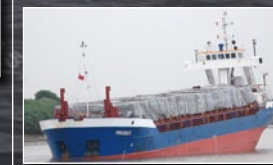
**Date of Casualty** 1 August 2014

**Voyage** n/a

**Cargo** n/a

**Type of Casualty** Loss of power off the east coast of Sakhalin Island in the Okhotsk sea. Tug *Gryf* was dispatched to tow the vessel to Vladivostok.

**Type of Claim** Possible salvage claim



#### Progres

General cargo vessel, IMO 9001837, Built 1991, 3,053 dwt

**Date of Casualty** 2 August 2014

**Voyage** Riga, Latvia to Goole, UK

**Cargo** Unknown

**Type of Casualty** Grounding on approach to Goole.

**Type of Claim** Possible salvage claim



#### C-K Star

Passenger ro-ro, IMO 8800743, Built 1989, 14,991 gt

**Date of Casualty** 2 August 2014

**Voyage** Pyeongtaek, South Korea to Lianyungang, China

**Cargo** n/a

**Type of Casualty** Allision with a berth at Lianyungang Port following a loss of power.

**Type of Claim** Allision damage and passenger claims

**P&I** Korea Shipowners



#### Havgull

Fish carrier, IMO 8880389, Built 1969, 103 gt

**Date of Casualty** 2 August 2014

**Voyage** n/a

**Cargo** Fish

**Type of Casualty** Grounding at Lunna Holm, Shetland causing the vessel to be holed. She refloated and proceeded to Lerwick for repairs.

**Type of Claim** Hull damage claim

#### John Miller

General cargo vessel, IMO 7041508, Built 1971, 823 dwt

**Date of Casualty** 3 August 2014

**Voyage** Boa Vista to Praia, Cape Verde

**Cargo** Unknown

### LOF NEWS

A previously unreported casualty involving the landing craft *Kopi Chief* (IMO 9665231) has been the subject of salvage services under LOF by Titan Maritime (Australia) Limited. The 2012 built landing craft, which operates out of Port Moresby, was on a voyage from Napa Napa, Papua New Guinea to Herd Base on the Purari River laden with oil drilling supplies/material and diesel fuel when she grounded off Papua New Guinea on or about 18 July 2014. The LOF is dated 24 July 2014.



# Roose + Partners

## NEW CASUALTIES - Continued - edition 72

**Type of Casualty** Sinking off Boa Vista Island, Cape Verde.

**Type of Claim** Total loss claim



### Ultra Vanscoy ▣

Bulk carrier, IMO 9643958, Built 2013, 38,215 dwt

**Date of Casualty** 3 August 2014

**Voyage** Vung Tau, Vietnam to Xiamen, China

**Cargo** Unknown

**Type of Casualty** Collision with an unnamed fishing vessel off Gulei in Fujian province, leading to the sinking of the fishing vessel and the loss of five fishermen. Three of the crew were rescued.

**Type of Claim** Collision damage and loss of life claims

P&I UK Club

### Woojin Chemi/Minlianyu 60457

*Woojin Chemi* - Chemical tanker, IMO 9272814, Built 2003, 8,500 dwt

*Minlianyu 60457* - Fishing vessel

**Date of Casualty** 3 August 2014

**Voyage** to South Korea

**Cargo** Unknown

**Type of Casualty** Collision east of Lianjiang, Fujian province leading to the sinking of the fishing vessel and loss of two crew from the fishing vessel.

**Type of Claim** Collision damage and loss of life claims

P&I Japan Shipowners



### Ulekrite ▣

Inland tanker, Built 2012, 1,730 dwt

**Date of Casualty** 3 August 2014

**Voyage** Unknown

**Cargo** Gasoline

**Type of Casualty** Grounding on the Rhine.

The tanker was lightened with 300 m<sup>3</sup> of cargo being pumped into the tanker *Scaletta* before being refloated.

**Type of Claim** Possible salvage claim

### Merlin/Olympia/ Lafayette ▣

*Merlin* - Dredger, No other details

*Olympia* - River Cruise ship, No other details

*Lafayette* - River Cruise ship, No other details

**Date of Casualty** 4 August 2014

**Cargo** Gravel / n/a

**Type of Casualty** Three way collision. The *Merlin* capsized whilst on the river Rhine near Basel and drifted into the *Olympia* which then veered off course and struck the passenger vessel *Lafayette*. The *Merlin* was later recovered and secured at Basel port. All three vessels suffered damage. The collision between the *Olympia* and the *Lafayette* was captured on video and can be viewed [here](#) and [here](#).

**Type of Claim** Collision damage, salvage and passenger claims

### Arco Arun

Suction dredger, IMO 8513431, Built 1987, 5,213 dwt

**Date of Casualty** 4 August 2014

**Voyage** London, UK to Zeebrugge, Belgium

**Cargo** 3,000 m<sup>3</sup> of saturated aggregate

**Type of Casualty** Engine problems whilst engaged in dredging operations. Tug *MTS Vanguard* was tasked to assist and towed the vessel into Southampton arriving on 5 August 2014.

**Type of Claim** Possible salvage claim

### Juno

Ferry, Built 1874, 254 gt

**Date of Casualty** 4 August 2014

**Voyage** n/a

**Cargo** n/a

**Type of Casualty**

Grounding at Råsnäsudden off Motala, Sweden.

Access all our previous casualty newsletters [here](#)



**Type of Claim** Hull damage and possible salvage claim



### Spirit of Britain ▣

Passenger ro-ro, IMO 9524231, Built 2011, 9,500 dwt

**Date of Casualty** 4 August 2014

**Voyage** Calais, France to Dover, UK

**Cargo** Passengers and freight

**Type of Casualty** Allision whilst berthing at Dover causing damage to a fender on the sea wall and damage to the vessel's hull.

**Type of Claim** Allision damage claim

P&I Standard Club

### Nefterudovoz-12M

Combined ore and oil carrier, IMO 7391769, Built 1973, 3,343 dwt

**Date of Casualty** 6 August 2014

**Voyage** Azov to Syzran, Russia

**Cargo** Unknown

**Type of Casualty** Grounding on the River

Don causing damage to the starboard rudder nozzle. The vessel has been refloated.

**Type of Claim** Hull damage claim.

## CASUALTY FOLLOW-UP

**Joanna Borchard** - edition 71 - German Adjusters Stöching Hahn Hilbrich GmbH have kindly advised that following the casualty, reported last week, the GA expenses are limited and the claim will be settled under the GA Absorption Clause. No securities will be sought from the cargo and container interests.

**Hai Soon 6** - edition 71 - the tanker and her crew were released on 3 August. The cargo has been stolen.

**Federal Rideau** - edition 71 - following inspections the vessel proceeded to Montreal and has since departed for Cape Town with an eta of 26 August 2014.

## NEW NOTIFICATION OF GENERAL AVERAGE

### RHL Fidelitas

Fully cellular containership, IMO 9426805, Built 2010, 62,921 dwt

**Date of Casualty** 30 July 2014

**Voyage** Asia to US ports

**Cargo** General containerised cargo

**Type of Casualty** Water ingress

**Type of Claim** General Average claim

We have today been advised of this previously unreported casualty following a declaration of General Average by the vessel's owners. We understand that the *RHL Fidelitas*, which was on a laden voyage from Busan, Qingdao and Shanghai to New York, Norfolk and Savannah in the US, suffered severe water ingress into her engine room having completed loading of cargo at Shanghai, which prevented her departure. As action was being taken to dewater the engine and

complete repairs the containership was ordered to leave port due to the approach of tropical storm Nakri. The vessel offloaded part of her cargo and was then taken to an anchorage by harbour tugs and a larger ocean going tug to wait out the storm. We understand repairs to the vessel's main engine are underway.

The London branch of Rudek & Cie have been appointed as General Average Adjusters and they have in turn appointed Albatross Adjusters in Cyprus to collect General Average security from the cargo and container interests. Albatross can be contacted at [cargo@alba.com.cy](mailto:cargo@alba.com.cy). Information on the current status of the case is available at [www.alba.com.cy](http://www.alba.com.cy) and there is also the facility to download the General Average security documents. Should you have interests on board and require assistance in relation to this incident we would be pleased to help.

