

FEATURE CASUALTY

Pine Galaxy

Product tanker, IMO 9272682, Built 2004, 19,997 dwt

Date of Casualty 13 August 2014

Voyage Los Angeles, USA to Yeosu, South Korea

Cargo Propylene tetramer

Type of Casualty Fire

Type of Claim Fire damage claim and possible General Average declaration

As the product tanker *Pine Galaxy* was in a position some 700 nm west of Cape Mendocino, USA she suffered a major fire in her engine room leading to the complete loss of motive or electrical power. The vessel's communication systems were also damaged. The crew were able to extinguish the fire using the on-board firefighting systems, but tragically one of the crew has since died as a result of injuries sustained in the fire. The cargo compartments are not thought to have been directly affected by the fire.

The vessel was sailing from Los Angeles for Yeosu in South Korea laden with a cargo of Propylene tetramer which is a petroleum additive. The vessel

appears to be under charter and operated by Tokyo Marine Asia Pte Limited, which is part of the Mitsui OSK Lines Group. Once the condition of the vessel had been clearly ascertained, the operators arranged for the tugboat *Millennium Falcon*, which is based in Anacortes, Washington, together with a damage-control specialist to be dispatched to the vessel. The tug arrived on site on yesterday. It is likely that Nippon Salvage may have provided some advice to these owners but we understand the tug is providing assistance on commercial and not salvage terms. The vessel had drifted in excess of 100 miles northeast from its original position but is now under tow of the tug. The destination of the tow is, as yet unknown, but it will have to be a suitable West Coast port where repairs can be completed safely.

Whilst awaiting the arrival of the tug, the Coast Guard air and cutter forces have been providing the vessel and the crew, who are reported to be safe and well, with support and assistance. The managers of the vessel *UNIX Line* have been working closely with the authorities. Coastguard video of the immobilised vessel can be viewed by clicking [here](#).



NEW CASUALTIES



Enceladus ▣

Product tanker, IMO 9517082, Built 2010, 5,502 dwt

Date of Casualty 12 August 2014 – late notification

Voyage Azov to Saratov, Russia

Cargo 4,664 m/t of heavy fuel

Type of Casualty Grounding on the River Don.

Type of Claim Possible salvage claim

Sea Soul 1

General cargo vessel, IMO 8502377, Built 1985, 3,050 dwt

Date of Casualty 12 August 2012

Voyage to Dakar, Senegal

Cargo Containers of guns and ammunitions

Type of Casualty Sinking in suspicious circumstances - allegedly by the crew following discovery of arms and ammunitions by the Senegalese Navy.

Type of Claim Possible total loss claim

Nikolsk

General cargo, IMO 8948117, Built 1965, 2,170 dwt

Date of Casualty 13 August 2014

Voyage to Astrakhan

Cargo 1,414 m/t of paper and 290 m/t of lumber

Type of Casualty Grounding on the River Kama. The vessel was refloated using the tug OT 865.

Type of Claim Possible hull damage and salvage claim



Libertad 1 ▣

Product tanker, IMO 8125973, Built 1981, 3,222 dwt

Date of Casualty 14 August 2014

Voyage San-Domingo to Manzanilla, Dominican Republic

Cargo Unknown

Type of Casualty Disabled and adrift 233 nm SSW of Port-au-Prince, Haiti, Caribbean sea.

Type of Claim Possible salvage claim

OMS Pollux ▣

Offshore support vessel, IMO 7427166, Built 1976, 424 gt

Date of Casualty 14 August 2014

Type of Casualty Allision with a wind turbine under construction in the Irish Sea at Walney Wind Farm, off Barrow-in-Furness. The vessel's portside hull was

breached and there was some leakage of fuel.

Type of Claim Allision damage claim



Thor Skandia ▣

Reefer ro-ro, IMO 7700594, Built 1978, 1,150 dwt

Date of Casualty 14 August 2014

Voyage Thyboron, Denmark to Tromso, Norway

Cargo Refrigerated cargo

Type of Casualty Engine failure. The vessel dropped anchor and sought tug assistance.

The vessel was then towed to Solstrand Quay by the tug *Lupus*.

Type of Claim Possible General Average declaration



Further casualties overleaf ▣



Vita ▣

General cargo vessel, IMO 7024940, Built 1964,

Date of Casualty 14 August 2014

Voyage to Perguba port, Onega Lake, Russia

Cargo In ballast

Type of Casualty Grounding in the Baltic sea Canal. The vessel has been refloated and moved to Segez, Onega Lake for inspection.

Type of Claim Possible Hull damage claim

Steinau

Self-propelled barge, MMSI 211469530, no other details

Date of Casualty 14 August 2014

Voyage to Uetersen, Germany

Cargo 80 m/t of pulp

Type of Casualty Grounding on the Pinnau near Neuendeich. Vessel was refloated following with the assistance of a tug from Stade.

Roose + Partners

NEW CASUALTIES - Continued - edition (74)

Type of Claim Possible hull damage and salvage claim



Leonid Khotkin ▣

General cargo vessel, IMO 8949434, Built 1989, 5,446 dwt

Date of Casualty 14 August 2014

Voyage Azov, Russia to Izmir, Turkey

Cargo 5,230 m/t of wheat

Type of Casualty Grounding whilst transiting the Azov Don Sea Canal. The vessel was refloated the same day with the assistance of tugs and taken to Azov port for survey.

Type of Claim Possible Hull damage and salvage claim



Fidelitas ▣

Inland tanker, IMO 2321015, no other details

Date of Casualty 14 August 2014

Voyage to Wesseling

Cargo 4,600 m/t of fuel oil

Type of Casualty Grounding on the Rhine near Wesseling.

Type of Claim Possible salvage claim



Java Bonitos ▣

Product tanker, IMO 8649216, Built 2007, 3,591 dwt

Date of Casualty 15 August 2014

Voyage Palembang Sumatra to Jakarta, Indonesia

Cargo 16,000 barrels of condensate

Type of Casualty Explosions and fire in the engine room whilst transiting the Bangka Strait between southern Sumatra and Belitung Island, Indonesia. One crew member died and three are missing. The remaining crew, some with bad injuries, abandoned the vessel. Salvors are waiting for the hull to cool down before boarding the vessel.

Type of Claim Fire damage, possible salvage claim and crew claims

P&I Shipowners Club



Volgoneft-107 ▣

Product tanker, IMO 8230637, Built 1972, 4,190 dwt

Date of Casualty 15 August 2015

Voyage Yaroslavl to St Petersburg

Cargo 3,556 m/t of gasoil

Type of Casualty Grounding on the Nizhnaya Scheksna river, Russia. The



vessel was refloated after lightering

Type of Claim Possible hull damage and salvage claim

Marine Stars ▣

Bulk carrier, IMO 9330109, Built 2006, 53,565 dwt

Date of Casualty 16 and 17 August 2014

Voyage Kavkaz Russia to Port Said, Egypt

Cargo 31,261 m/t of grain

Type of Casualty Grounding in the Dardanelles after dragging at anchor. The vessel was refloated and resumed her voyage but the following day she ran aground off the southeast coast of Oinousses island, east of Chios in the Aegean sea suffering a breach in her forepeak area with subsequent water ingress. Salvors are on the scene but the terms of their assistance is as yet unconfirmed. Video of the vessel aground can be seen by clicking [here](#).

Type of Claim Hull damage and possible salvage claim



AAL Fremantle/Grand Pioneer/Parmelia 1 ▣

AAL Fremantle – General cargo vessel with container capacity, IMO 952109, Built 2011, 18,763 dwt

Grand Pioneer – Vehicle carrier, IMO 9247572, Built 2002, 19,120 dwt

Parmelia 1 – Product tanker, IMO 9565168, Built 2009, 1,639 dwt

Date of Casualty 17 August 2014

Voyage Shanghai, China to Fremantle, Australia / East London, South Africa to Fremantle / Kwinana to Fremantle

Cargo Unknown / Cars / Unknown

Type of Casualty Collision between the vessels after they broke free from their moorings during strong winds whilst being berthed in Fremantle harbour. Both the *AAL Fremantle*, which had just completed unloading, and the *Grand Pioneer* broke free from their lines. The *AAL Fremantle* collided with the *Parmelia*

1 which was moored near the Fremantle Rail Bridge. The general cargo vessel then allided with the rail bridge itself causing damage to scaffolding and an overhead power line leading in turn to power outages and the cancellation of train services between North Fremantle and Fremantle. Tugs later brought the *AAL Fremantle* and *Grand Pioneer* back to their berths.

Type of Claim Collision/Allision damage claim

P&I Standard Club / Korea Shipowners / n/a

Sirius ▣

Fishing vessel, IMO 5330113, Built 1961, 917 gt

Date of Casualty 17 August 2014

Type of Casualty Fire whilst moored in the Inner Port of Stellendam, Netherlands causing substantial damage to the vessel.

Type of Claim Fire damage claim

Pasalimani

Tug, IMO 5271135, Built 1961, 108 gt

Date of Casualty 18 August 2014

Type of Casualty Water ingress and partial capsize at Camialti Pier, Istanbul. Fuel oil leaks were noted.

Type of Claim Salvage type claim

VM Pasha

General cargo vessel, IMO 8857916, Built 1987, 3,070 dwt

Date of Casualty 18 August 2014

Voyage Rostov, Russia to Samsun, Turkey

Cargo 2,884 m/t of meal

Type of Casualty Grounding on the River Don. The vessel was refloated using the tug *Kapitan Shlygin*.

Type of Claim Possible hull damage and salvage claim

Amadeo I ▣

Ro-ro cargo vessel, IMO 7427752, Built 1976, 9,737 gt

Date of Casualty 18 August 2014

Voyage Puerto Natales to Puerto Montt, Chile

Cargo 700 cattle and machinery

Type of Casualty Grounding, water ingress and partial sinking 50 km SW of Puerto Natales in the Kirke Canal. The vessel struck a rock at the islet of Merion and suffered a crack in her starboard side and water ingress which despite the crew's efforts could not be controlled. The 17 passengers and later the 28 crew on board were safely evacuated. The Chilean Navy is assisting to provide pollution control measures and their divers are inspecting the vessel.

Type of Claim Wreck removal and clean-up operations

Marry-S

General cargo with container capacity, IMO 9148178, Built 1997, 3,470 dwt

Date of Casualty 19 August 2014

Voyage Gdansk, Poland to Harlingen

Cargo Rapeseed

Type of Casualty Engine problems. Vessel anchored awaiting tug assistance and was towed to destination by the tug *Hunter*.

Type of Claim Possible General Average declaration

CASUALTY FOLLOW-UP

Nawatrans VI – edition 73 – 1,200 m/t of coal was lightered during 13 August and the diesel fuel was also pumped out.

Diver Master – edition 72 – the sunken tug was located and pulled into Esbjerg

port in a submerged state prior to being lifted onto a barge by a shoreside crane. The tug was held in place by two floating balloons whilst the lifting operation took place.