

FEATURE CASUALTY

Norrland

Ro-ro with container capacity, IMO 8818764, Built 1990, 4,355 dwt

Date of Casualty 1 September 2014

Voyage Haugesund to Boliden Odda, Norway

Cargo Unknown

Type of Casualty Grounding

Type of Claim Hull damage and possible salvage claim

During the early hours of the morning of 1 September 2014, the 107m long Antigua & Barbuda-flagged Norrland, which is owned and operated by German shipping company Brise Bereederung, ran aground on the shore of Kinsavik off Ullensvang in the Hardanger fjord, east of the Norwegian city of Bergen. The ro-ro, which was on a voyage from Haugesund to Boliden Odda, grounded at angle of 90° to the shore and was held firmly at her bow, with her stern free floating. The grounding took place at approximately 3am and news of the incident was immediately reported to the local authorities by a number of shore side witnesses.

Local police boarded the vessel in order to carry out an

investigation into the cause of the grounding and ascertain whether alcohol was a factor. All the vessel's crew were breathalysed and found to be within accepted limits. It has been suggested that the grounding was as a result of a technical failure. This follows an interview with the Second officer, who was the officer on watch at the time, who has indicated to the police that he was preparing to turn the vessel to starboard towards Sørjorden when the steering failed to respond and the Norrland headed to the pebbly shore. The grounding took place at high tide and it appears that attempts by the Second Officer to slow the vessel following the technical failure may have limited any damage since no leakages were noted. This was later verified by state divers pending refloating efforts.

The Rescue Coordination Centre was in close contact with the Master of the vessel and the owners and operators to discuss refloating options. Tugs were mobilised to the site and according to one report the vessel has now been refloated with the assistance of a tug and anchored near Ullensvang, where it remains pending inspection to determine if it is fit to continue the voyage.



NEW CASUALTIES



Wilson Dover ▣

General Cargo With Container Capacity, IMO 9005754, Built 1993, 3,269 dwt

Date of Casualty 25 August 2014 – Late notification

Voyage Bremerhaven, Germany to Skagen, Denmark

Cargo Unknown

Type of Casualty Allision with the dock whilst entering Skagen reportedly following engine failure. The vessel caused substantial damages to the berth and road and some containers were damaged.

Type of Claim Allision damage claim

P&I Skuld

Siempre Cacharelos ▣

Trawler, no other details

Date of Casualty 26 August 2014 – Late notification

Type of Casualty Capsize and sinking 12 mile north of Navia in the Bay of Biscay. All crew were rescued.

Type of Claim Total loss claim

Bonnie G. Selvick ▣

Tug, Built 1981, no other details

Date of Casualty 27 August 2014

Type of Casualty Capsize and sinking on the Calumet River in Chicago

Type of Claim Total loss claim

CMA CGM Attila

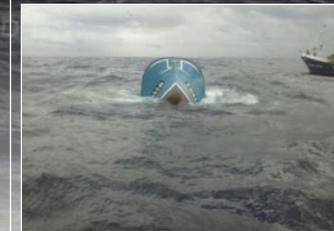
Fully cellular containership, IMO 9433793, Built 2011, 101,474 dwt

Date of Casualty 27 August 2014

Voyage Yantian, China to West Coast USA and Canada

Cargo General containerised cargo

Type of Casualty Allision with the dock



at the DP World Centerm Container Terminal, Vancouver. The vessel sustained a 1m-long puncture to one of its starboard ballast tanks amidships.

Type of Claim Allision damage claim

P&I Swedish Club

V.L. 14

Chemical tanker, IMO 9084712, Built 1993, 1,569 dwt

Date of Casualty 28 August 2014

Voyage Singapore to Bangkok, Thailand

Cargo 1,296 m/t of lubricating oil

Type of Casualty The vessel was boarded by pirates 30 nm north of Tioman Island, Malaysia. The pirates boarded from the stern and took control of the vessel. They sailed the tanker to where two other tankers were waiting and they then transferred the cargo,

Further casualties overleaf ▣

Roose + Partners

NEW CASUALTIES - Continued - edition 76

stole the crew's possessions and damaged the vessel's navigational and communications equipment.

Type of Claim Hull damage and cargo loss



Dolphin 7/Kazakhv ▣

Dolphin 7 – General cargo vessel, IMO 8228036, Built 1984, 3,134 dwt

Kazakhv – General cargo with container capacity, IMO 9348326, Built 2006, 5,509 dwt

Date of Casualty 28 August 2014

Voyage Azov, Russia to Poti, Georgia / Istanbul, Turkey to Rostov, Russia

Cargo Unknown

Type of Casualty Collision on the River Don near Azov port.

Type of Claim Allision damage claim
P&I Lodestar Marine / West of England

LOF NEWS

Omegas – edition 72 – The vessel remains at anchor off Vung Tau. She is due to enter the port on 5 September 2014 when a berth is expected to become free. The shipowner has declared General Average and Blue Seas Adjusters of London have been appointed as GA Adjusters. Roose+Partners are assisting part cargo interests in this matter.

Marine Stars – edition 74 – Ten days after grounding off Oinousses, near Chios, the salvors have succeeded in refloating the bulk carrier. The vessel, which was reported to be aground in a sensitive area close to local beaches and fish farms, required lightering of part of her wheat cargo and patching works to her hull to facilitate the refloating.



Sikelela ▣▣

Trawler, No other details

Date of Casualty 28 August 2014

Type of Casualty Grounding in St. Francis Bay near St. Francis, South Africa. The vessel was pounded by waves and pushed against rocks causing it to break up. Video of the incident can be viewed by clicking [here](#) and [here](#).

Type of Claim Total loss



Flying Dutchman ▣

Tall ship/Passenger cruise, IMO 8434312, Built 1903, 120 gt

Date of Casualty 30 August 2014

Type of Casualty Grounding in Obay Bay, West Highlands, Scotland. The vessel refloated on the high tide and was towed into Oban.

Type of Claim Possible hull damage claim

Plutonas ▣

Trawler, IMO 8505422, Built 1986, 295 dwt

Date of Casualty 2 September 2014

Type of Casualty Grounding south-west of Tromso in the Gisound. The vessel was refloated earlier today and was berthed at Finnsnes.

Type of Claim Possible hull damage and salvage claim



Falksund/Weller ▣

Falksund – General cargo vessel, IMO 8420725, Built 1985, 1,383 dwt

Weller – Passenger vessel, Built 1947, no other details

Date of Casualty 2 September 2014

Voyage Breiviken to Eikefet, Norway / Steinsto to the Hagel Sound, Norway

Cargo Unknown / n/a

Type of Casualty Collision in the Oster Fjord between Hordvikneset and Knarvik. The *Weller* suffered severe

water ingress from damage to her bow. The water level was controlled by using the *Weller's* bilge pumps and pumps from a rescue vessel and she was later escorted to Hjelmsås by the lifeboat *Kristian Gerhard Jebsen*. Two of her passengers fell overboard but were rescued.

Type of Claim Collision damage claim
P&I Hydor AS / n/a

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

CASUALTY FOLLOW-UP

Enarxis – edition 63 – The vessel has finally off-loaded her salt cargo and is now under repair at Chittagong's Outer Anchorage.

Amadeo 1 – edition 74 & 75 – Smit Salvage and Ultratug have been assigned the task of removing the oil from the wrecked ferry.

Tao Yuan ▣ – edition 75 – The fully cellular containership *Tao Yuan* was

carrying 200 laden containers when she sank following the collision with the *Gang Tai Tai Zhou Yuan* off Xingang Port on 25 August. The owner of the containership has been required to submit a salvage plan to the local MSA to remove the wreck which is considered harmful for sailing safety and the local environment. 150 m/t of fuel remains in the wreck.

