

# Roose + Partners

## Casualty Newsletter 78

17th September 2014

### FEATURE CASUALTY

## Southern Explorer/ Best Unity

*Southern Explorer* - Bulk carrier, IMO 9248459, Built 2002, 177,493 dwt

*Best Unity* - Bulk carrier, IMO 9167368, Built 1997, 69,034 dwt

**Date of Casualty** 12 September 2014

**Voyage** Brazil to Taiwan / Kaohsiung, Taiwan to Singapore

**Cargo** Iron ore / In ballast

**Type of Casualty** Collision

**Type of Claim** Collision damage and LOF Salvage claim

**P&I** Japan Shipowners / Steamship

Bulk carriers *Southern Explorer* and *Best Unity* were in collision in the Singapore Straits during the early hours of the 12 September 2014 and as a consequence both vessels suffered significant damage. The 289m capesize *Southern Explorer*, which at the

time of the collision was reported to be fully loaded with a cargo of iron ore being shipped from Brazil to Taiwan, suffered a breach in her hull on her starboard side which subsequently led to water ingress into her cargo holds. The 216m *Best Unity*, a panamax bulk carrier and in ballast at the time, was damaged on her port side forward. The recorded tracks of both vessels prior to and at the point of the collision can be seen by clicking [here](#).

Immediately following the collision several tugs, including the *Maju 511*, were dispatched to the assistance of the two vessels. Both were subsequently moved to Singapore's eastern anchorage where they were able to anchor and carry out inspections to assess the extent of the collision damage. The *Southern Explorer* was reported to be low in the water at her bow due to the ensuing water ingress and cargo holds 2 and 3 were confirmed as being affected by sea water. Professional salvors Smit Salvage and Nippon Salvage have jointly been contracted to provide assistance to the *Southern Explorer* although at the present time it is not clear whether the assistance is on commercial or salvage terms. In any event we understand that the attending salvors have pumps on board and the situation as regards the water ingress is well under control.



### NEW CASUALTIES



#### Ulusoy 12 ▲

Bulk carrier, IMO 9586423, Built 2011, 79,403 dwt

**Date of Casualty** 10 September 2014

**Voyage** Gladstone Anchorage, Australia to Singapore

**Cargo** Coal

**Type of Casualty** Breaking mooring lines whilst loading cargo and drifting uncontrolled before touching the bottom. The vessel was recovered by five tugs.

**Type of Claim** Possible hull damage and local salvage claim



#### Hanna/Weser ▲

*Hanna* - Self-propelled barge, Built 2006, 3,494 dwt

*Weser* - Self-propelled barge, No other details

**Date of Casualty** 11 September 2014

**Voyage** Hamburg to Uelzen, Germany / to Hamburg, Germany

**Cargo** Coal / 1,300 m/t of wheat

**Type of Casualty** Collision on the Elbe which caused the subsequent grounding of the *Hanna* with the barge suffering water ingress and leaking a small amount of oil. The *Weser*

was also holed. The *Hanna* was patched at the bow with steel plates and refloated after lightering.

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



#### Dekheila 4 ▲

Tug, IMO 9111852, Built 1997, 280 gt

**Date of Casualty** 11 September 2014

**Type of Casualty** Sinking at the entrance of El Dekheila port

**Type of Claim** Total loss claim



#### Solnør ▲

Ferry, IMO 7611755, Built 1977, 264 dwt

**Date of Casualty** 12 September 2014

**Voyage** Kvanne and Rykkjem, Norway

**Cargo** n/a

**Type of Casualty** Allision with the dock at Rykkjem following a technical malfunction.

**Type of Claim** Allision damage claims



#### Vestvind ▲

General cargo with container capacity, IMO 8209743, Built 1985, 2,064 dwt

**Date of Casualty** 12 September 2014

**Voyage** Bergen to Forsand, Norway

**Cargo** Unknown

**Type of Casualty** Grounding at Vattestraumen close to Bjorøy, Norway. Initial attempts to pull the vessel off failed but she was refloated with the assistance of a Coastguard vessel Tor and proceeded to Bergen for inspection.

**Type of Claim** Possible hull damage and local salvage claim



#### Rusich-4/Marquiz ▲

*Rusich-4* - General cargo with container capacity, IMO 9331799, Built 2004, 5,485 dwt

*Marquiz* - Combined ore and oil carrier, IMO 7643978, Built 1977, 3,373 dwt

**Date of Casualty** 12 September 2014

**Voyage** Kerch, Ukraine to Turkmenbashi, Turkmenistan / Samara to Kavkaz, Russia

**Cargo** Unknown / 2,600 m/t of diesel

**Type of Casualty** Collision on the

River Don causing damage to both vessels.

**Type of Claim** Collision damage claim

**P&I** Standard Club / n/a

#### Sino Grace /Hajera-1

*Sino Grace* - Bulk carrier, IMO 8807454, Built 1989, 66,518 dwt

*Hajera-1* - No other details

**Date of Casualty** 12 September 2014

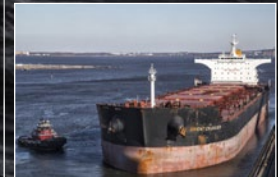
**Voyage** Hong Kong to Chittagong, Bangladesh / n/a

**Cargo** Unknown / 630 m/t of clinker

**Type of Casualty** Collision in the Pashur Channel, at the port of Mongla. The *Sino Grace* struck the *Hajera-1* which sank in the Channel. The clinker was consigned to Shun Shing Group's Seven Circle Bangladesh Ltd.

**Type of Claim** Collision damage claim and wreck removal operations

**P&I** American Club / n/a



#### Orient Crusader/ Vachon ▲

*Orient Crusader* - Bulk carrier, IMO 9464596, Built 2010, 114,861 dwt

*Vachon* - Tug, IMO 7305904, Built 1973, 272 dwt

**Date of Casualty** 12 September 2014

Further casualties overleaf ▶

# Roose + Partners

## NEW CASUALTIES - Continued - edition (78)

**Voyage** Hunterston, UK to Port Cartier, Canada

**Cargo** In ballast

**Type of Casualty** Collision during berthing manoeuvres at Port Cartier.

**Type of Claim** Collision damage claim

**P&I** North of England / n/a

### Maharlika II

Passenger ro-ro, IMO 8129773, Built 1984, 541 dwt

**Date of Casualty** 13 September 2014

**Voyage** Surigao City to Leyte Island, Philippines

**Cargo** n/a

**Type of Casualty** Sinking during heavy weather caused by typhoon Luis, following engine failure. Many passengers were rescued by passing vessels. It is still unclear how many passengers were on board, with the most recent figure being 116, of which 110 were safely rescued. The number of passengers reportedly exceeded the maximum limits for the vessel.

**Type of Claim** Total loss and loss of life claims

### Lady Mignonne

Support vessel, IMO 9094420, Built 1977, 126 gt

**Date of Casualty** 13 September 2014

**Type of Casualty** Capsize and sinking off the coast of Nevis. All crew members were rescued.

**Type of Claim** Total loss claim



### John B. Aird

Bulk carrier, IMO 8002432, Built 1983, 30,958 dwt

**Date of Casualty** 13 September 2014

**Voyage** Port Colborne to Seven Islands, Canada

**Cargo** Slag

**Type of Casualty** The bulk carrier ran hard aground on Doran Shoal, near Morrisburg. Tugs were dispatched to assist the vessel and divers carried out an inspection and determined she was aground amidships on her starboard side. Underwater welding was required and the bulker was refloated with tug assistance on the late evening of 15 September 2014. She then proceeded to Wilson Hill anchorage for inspection.

**Type of Claim** Possible hull damage, salvage and/or possible GA claim

### Danielle

Trawler

**Date of Casualty** 13 September 2014

**Type of Casualty** Grounding in Polruan harbour, UK

**Type of Claim** Possible hull damage



### Fiducia/White Jaguar

*Fiducia* - General cargo vessel, IMO 9467196, Built 2010, 4,106 dwt

*White Jaguar* - Motor yacht, No other details

**Date of Casualty** 13 September 2014

**Voyage** Kherson, Ukraine to Rotterdam

**Cargo** Unknown

**Type of Casualty** Collision in the Dnieper Estuary, near Kherson leading to the death of the yacht's Captain. His wife and son survived the incident.

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

**P&I** Unknown

### Super Shuttle Ferry 7

Passenger ro-ro, IMO 7322495, Built 1973, 234 dwt

**Date of Casualty** 14 September 2014

**Type of Casualty** Sinking off the bay of

Manila during typhoon Luis. All crew were safe and accounted for most of whom were able to get into life-rafts. One was rescued from the sea some two hours later. The ferry had been docked in the area for a year due to ongoing repair works.

**Type of Claim** Total loss claim

### Cilacap/Permina Samudra

Floating storage tanker, IMO 7378585, Built 1975, 84,701 dwt


**Date of Casualty** 16 September 2014

**Voyage** North Pulau Laut Terminal to Kotabaru, Indonesia

**Cargo** 45,000 kilolitres of gas oil

**Type of Casualty** Fire whilst at Kotabaru - water - South Kalimantan

**Type of Claim** Fire damage claim

Access all our previous casualty newsletters here 

## CASUALTY FOLLOW-UP

**Paul Russ** - edition 77 - despite the presence of ordnance around the grounded vessel, the *Paul Russ* was refloated by T&T Salvage on 11 September 2014 and proceeded into Saipan under her own power. The vessel owners have declared General Average and Stichling Hahn Hilbrich of Hamburg have been appointed as General Average Adjusters. Roose+Partners are instructed to protect the interests of part cargo on board the vessel. The vessel remains at Saipan pending an inspection by Class to determine whether she is fit to continue with the voyage.

**Samskip Akrafell** - edition 77 - in addition to facing separate salvage claims where the total security demanded is approaching the full CIF value, cargo owners will also face a claim for General Average from the vessel's owners. All cargo was discharged over the weekend

after the vessel had been towed from Eskifjordur to Reydarfjordur where unloading facilities are more superior. A short video of the towage into port can be seen by clicking [here](#). Surveys took place on Monday to determine whether the reefer cargo in particular has been damaged following the interruption of the power supply to the units. The chief mate has been fined for falling asleep at his post. Richards Hogg Lindley in Liverpool have been appointed as General Average Adjusters.

**Ince Inebolu** - edition 77 - was refloated by Tsavlis Salvage on 11 September 2014 using the tugs *Megas Alexandros* and *Aegis I*. The bulk carrier was later towed to an anchorage at Skala Astypaleas for further inspection.

**Sig** - edition 77 - was refloated on 10 September 2014 with the assistance of three tugs dispatched from Volgodonsk.

