

FEATURE CASUALTY

Ocean Drover

Livestock carrier, IMO 9232852, Built 2002, 24,610 dwt

Date of Casualty 9 October 2014

Voyage Australia to Indonesia

Cargo In ballast

Type of Casualty Fire

Type of Claim Fire damage claim

Readers may recall the *Ocean Drover* from edition 48. The livestock carrier, which earlier this year experienced engine problems during a laden voyage from Australia to Israel leading to the death of some 840 sheep, has suffered significant damage following a fire which occurred whilst the vessel was moored in the port of Fremantle.

The fire is reported to have begun in the crew accommodation and took 100 local fire-fighters over 12 hours to bring under control. Port tugs were also tasked to assist and provided cooling operations. Damage was ultimately confined to the bridge and the crew's accommodation area but the cost of repairs is expected to run into many millions of Dollars. The vessel is expected to be out of service for some months whilst repairs are undertaken. One crew member remains in a critical condition in hospital after suffering burns and smoke inhalation during efforts to contain the fire. Many other crew members were also hospitalised due to smoke inhalation but were later discharged.

It is fortunate that the *Ocean Drover* had yet to begin loading operations. The carrier, which was bound for Indonesia and can carry up to 18,000 cattle or 75,000 sheep, was due to load 6,000 cattle at Fremantle before proceeding to Darwin to load further livestock. There remains much opposition to the shipping of live animals aboard such vessels and whilst there was no livestock on board at the time, this incident will no doubt raise fresh concerns as to the safety and welfare of the animals being transported. An investigation has been launched by the Australian Transport Safety Bureau (ATSB).



NEW CASUALTIES



Long Bright ▣

Bulk carrier, IMO 9469833, Built 2011, 37,300 dwt

Date of Casualty 2 October 2014 - Late notification

Voyage Algeciras, Spain to Alexandria, Egypt

Cargo Scrap steel

Type of Casualty Grounding near El Dekheila, Egypt. We understand salvors are advising in relation to the refloating operation.

Type of Claim Possible hull damage and salvage claim



Jonas II ▣

Catamaran, no other details

Date of Casualty 6 October 2014 - Late notification

Type of Casualty Fire whilst berthed in Nieuwpoort, Belgium gutting the vessel.

Type of Claim Fire damage/total loss claim

Seychelles Patriot

Combined chemical and oil tanker, IMO 9365635, Built 2008, 45,680 dwt

Date of Casualty 8 October 2014

Voyage Rio de Janeiro to Manaus, Brazil

Cargo Gasoil

Type of Casualty Grounding on the Amazon River off Ilha das Marrecas, near Santarem whilst under pilot control. Tugs have been dispatched to assist the tanker. Two attempts have already been made to refloat the vessel. A third attempt will be made using an additional larger tug and a third is planned using Smit Salvage are understood to be assisting the vessel on commercial terms and a salvage team has arrived from Rotterdam.



MSC Bari ▣

Fully cellular containership, IMO 9461441, Built 2011, 165,906 dwt

Date of Casualty 8 October 2014

Voyage Valencia, Spain to Gioia Tauro, Italy then to Oman, UAE, Singapore and China

Cargo General containerised cargo

Type of Casualty Fire in the auxiliary engine No. 3 whilst at Gioia Tauro, The vessel, which was loaded with 2,484 containers including 294 reefer containers, will discharge her cargo and proceed for repairs. It is not yet clear if the cargo consigned to Oman, UAE, Singapore and China will be forwarded by an alternative vessel or will be stored pending completion of the repairs.

Type of Claim Fire damage claim and possible General Average declaration

Harmoni Mas 3

Vehicle carrier, IMO 9037965, Built 1992, 1,665 dwt

Date of Casualty 8 October 2014

Voyage Onomichi, Japan to Jakarta, Indonesia

Cargo Cars

Type of Casualty Mechanical problems. Abandoned and adrift north north-west of Kume Shima, Japan

Type of Claim Possible salvage claim

Donau

General cargo with container capacity, IMO 9268851, Built 2005, 5,762 dwt

Date of Casualty 9 October 2014

Voyage Vyborg, Russia to Cork, Ireland

Cargo Unknown

Type of Casualty Engine problems. The vessel was towed into Cork by a tug.

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

Beltnes

Bulk carrier, IMO 9432206, Built 2009, 33,173 dwt

Date of Casualty 9 October 2014

Voyage Emden, Germany to Eemshaven, Netherlands

Cargo Unknown

Type of Casualty Allision with a pole/dolphins when approaching the sea lock at Emden.

Type of Claim Allision damage claim

P&I Swedish Club

Froystrand ▣

Fish carrier, IMO 9443994, Built 2009, 1,400 dwt

Date of Casualty 10 October 2014

Voyage Kristiansund to Flatval, Norway

Cargo Fish

Type of Casualty Grounding on rocks near Flatval following a reported rudder failure. The vessel was refloated during the rising tide and docked at the Kverhusvik Shipyard in Dolmsundet late in the evening.

Type of Claim Hull damage claim



Ocean Researcher V ▣

Research vessel, IMO 9614098, Built 2012, 2,700 gt

Date of Casualty 10 October 2014

Type of Casualty Sinking in heavy seas off Pingu in the Taiwan Straits leading to the death of two researchers. The remaining 43 researchers and crew were safe following the considerable efforts of rescuers. Four Navy frigates, four Air Force helicopters and a transport plane assisted in the operation. The vessel, which is the flagship research vessel of the Taiwan Ocean Research Institute, is thought to have struck a reef after developing mechanical problems causing water ingress and the vessel began listing. It



Further casualties overleaf ▣

Roose + Partners

NEW CASUALTIES - Continued - edition (82)

sank less than three hours after issuing a distress call.

Type of Claim Total loss and loss of life claims

Anja

General cargo with container capacity, IMO 9205706, Built 2000, 9,218 dwt

Date of Casualty 11 October 2014

Voyage Moerdijk, Netherlands to Butzfleth, Germany

Cargo Copper concentrate

Type of Casualty Allision with a pier in Butzfleth Port causing a 2m breach in the vessel's hull above the water line.

Type of Claim Allision damage claim and possible General Average declaration

P&I West of England

Sylt

Fully cellular containership, IMO 9429273, Built 2012, 11,000 dwt

Date of Casualty 11 October 2014

Voyage Rauma, Finland to unknown destination

Cargo General containerised cargo

Type of Casualty Grounding causing damage to one of the vessel's ballast tanks causing the vessel to develop a

slight list. The containership was refloated and returned to Rauma assisted by the patrol vessel *Uisko* and tug *Apollo*.

Type of Claim Hull damage claim, possible General Average declaration



Sjernerøy

Ro-ro, IMO 9192480, Built 1999, 405 dwt

Date of Casualty 12 October 2014

Type of Casualty Grounding off North Hild in Ryfylke, Norway causing damage to the hull and water ingress. The passengers were safely evacuated with one reported to have been slightly injured in the incident. After being refloated the ferry docked at Judaberg to offload the cars on board and was then towed to Stavanger for repairs

Type of Claim Hull damage and possible passenger claims

Run Wu 9

General cargo vessel, Built 2009, no other details

Date of Casualty 12 October 2014

Voyage Unknown

Cargo Unknown

Type of Casualty Sinking off Zhejiang Province, China following water ingress during bad weather. All crew were safely evacuated.

Type of Claim Total loss claim

Carrizona/Kolonok-161

Carrizona – General cargo with container capacity, IMO 8955469, Built 1976, 3,201 dwt

Kolonok-161 – General cargo vessel

Date of Casualty 12 October 2014

Voyage Astrakhan, Russia to Iran

Cargo Unknown

Type of Casualty Collision on the Volgo-Caspian Sea Canal causing damage to both vessels.

Type of Claim Collision damage claim



Commandant Rivière - SNS 213

Lifeboat

Date of Casualty 13 October 2014

Type of Casualty Fetched up on rocks following engine failure two days after launch. The Incana and Fountain Service Company salvaged the vessel the same

evening but it had suffered significant damage.

Type of Claim Hull damage claim

Gulf Rover

General cargo with container capacity, IMO 7911492, Built 1981, 4,763 dwt

Date of Casualty 13 October 2014

Voyage Bandar Anzali, Iran to Astrakhan, Russia

Cargo 4,426 m/t of steel

Type of Casualty Grounding on the Volgo-Caspian Sea Canal. The vessel was refloated with tug assistance and towed into deeper water for survey.

Type of Claim Possible hull damage and/or salvage claim

Delta Amber/Nicholas

Delta Amber – Tug, no other details

Nicholas – Tug, no other details

Date of Casualty 13 October 2014

Type of Casualty Capsize during dredging operations north of Gaillard Island on the Mobile Shipping channel. Salvage, pollution prevention and oil clean-up operations are underway.

Type of Claim Salvage and clean-up costs

Hyundai Jakarta

Fully cellular containership, IMO 9323522, Built 2007, 80,108 dwt

Date of Casualty 14 October 2014

Voyage Hong Kong to Singapore, Malaysia, UAE

Cargo General containerised cargo

Type of Casualty Grounding near the island of Pulau Sebarok on the south of Singapore. The vessel was safely refloated by local PSA tugs.

Type of Claim Possible hull damage and/or General Average declaration

Geroy Rossii Pyatnitskikh

Chemical tanker, IMO 9673214, Built 2013, 6,104 dwt

Date of Casualty 15 October 2014

Voyage Astrakhan to Azov, Russia

Cargo 4,500 m/t of fuel

Type of Casualty Grounding on the River Don. Tugs have arrived and refloating operations have commenced.

Type of Claim Possible hull damage and salvage claim



Kiel Express/Safmarine Makutu/OOCL Hong Kong

Kiel Express – Fully cellular containership, IMO 8902539, Built 1991, 65,815 dwt

Safmarine Makutu – Fully cellular containership, IMO 9318319, Built 2007, 61,407 dwt


OOCL Hong Kong – Fully cellular containership, IMO 9108166, Built 1995, 67,637 dwt

Date of Casualty 15 October 2014

Voyage In Sydney

Cargo General containerised cargo

Type of Casualty During high winds and stormy weather the *Safmarine Makutu* broke free of her moorings in Port Botany and hit the *OOCL Hong Kong* causing it to break free of its moorings. The *Safmarine* vessel then slammed into the *Kiel Express*. The Port Authority later advised

Access all our previous casualty newsletters here 

LOF NEWS

Following the five yearly review of the current panel of LOF Arbitrators and consideration of applications to join, Lloyd's Salvage Arbitration Branch have confirmed the panel will remain unchanged. The LOF Arbitrators who will serve until 11th Nov 2019 are as follows:

Jeremy Russell QC
Lionel Persey QC
Simon Kverndal QC
Elizabeth Blackburn QC
Vasanti Selvaratnam QC

that all operators had been warned to fix additional mooring to secure their vessels in advance of the storm.

Type of Claim Collision damage claim

P&I Britannia / Britannia / Swedish Club

Ugo de Carlini

Bulk carrier, IMO 9511466, Built 2010, 176,189

Date of Casualty 18 September 2014 or thereabouts - Late notification

Voyage Tubarao, Brazil to Huanghua, China

Cargo Ore

Type of Casualty The bulk carrier touched the bottom near Buchanan, Liberia causing damage to her double bottom tanks. She is presently anchored and Smit Salvage are providing assistance to the vessel under the terms of a Lloyd's Open Form salvage contract.

Type of Claim Hull damage and LOF salvage claim

CASUALTY FOLLOW-UP

Yusuf Cepnioglu – edition 51, 52, 53, 56, 67, 64 & 80 the aft section of the vessel remains on a barge in Mesta port awaiting final break-up orders. Spanopoulos Group completed the wreck removal operation.

Amadeo I – editions 74, 75 & 76 – phase two of the salvage operation to remove oil from the tanks of the stricken ferry commenced on 10 October 2014 in Paso Kirke. ROVs will puncture the hull to access the tanks and pump the oil on to a naval platform.

Fortuna S – edition 81 – the owner of the partially sunk bulk carrier has hired divers to assess the wreck's position and recovery potential.

Sunrise 689 – edition 81 – the vessel and crew were released after pirates had stolen some 1,500 m/t of the tanker's diesel cargo and the crew's personal effects. The pirates ransacked the

crew cabins and destroyed the vessel's navigation systems before leaving the vessel in Vietnamese waters. Following their release, the crew were able to navigate to the port of Vung Tau, Vietnam. Two of the crew suffered injuries in the attack.

Wanhe – edition 80 & 81 – following lightening of some of the containerised cargo, the containership has finally been refloated by Svitzer. The owners have declared General Average and have appointed TC Wong Average Consulting Limited as the General Average Adjusters. Anson Adjusters & Surveyors Co Ltd are to carry out the GA security collection from cargo and container interests. The *Wanhe*, which grounded off Buenaventura port on 23 September, was loaded with 2,078 containers (3,199 teu) bound for Buenaventura, Callao, Iquique and San Antonio.

