

Roose + Partners

Casualty Newsletter 83

22nd October 2014

FEATURE CASUALTY

Simushir

General cargo with container capacity, IMO 9179385, Built 1998, 9,405 dwt

Date of Casualty 16 October 2014

Voyage Port Angeles, USA to Porvideniya port, Chukotka, Russia

Cargo 298 containers of mining equipment and chemicals

Type of Casualty Engine breakdown

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

The 135m Russian flagged *Simushir* caused considerable concern to the Canadian Coastguard at the end of last week when she suffered an engine breakdown whilst in the North Pacific some 12 nm west of the Haida Gwaii archipelago (also known as the Queen Charlotte Islands), off British Columbia's north coast.

The general cargo vessel had encountered stormy weather, with wave heights of 10m, and was reported to be closing land and presented a real threat of pollution should she ground and break up in the challenging weather conditions. As well as her cargo of mining equipment and chemicals, the vessel had an estimated 550 tons of bunkers on board. Tugs from Prince Rupert and Alaska were dispatched to assist the *Simushir* and prevent the possibility of the vessel grounding on the rocky coastline and spilling her fuel. In the meantime the Russian master had to be airlifted from the vessel having sustained injuries whilst the vessel was pitching and rolling heavily.

Coastguard helicopters monitored the vessel's plight and the Canadian Coast Guard ship *Gordon Reid* was able to establish a connection with the vessel and tow her to a position some 26 nm from land, relieving the imminent threat of grounding albeit that during these efforts the tow line parted on at least three occasions. The Canadian Coast Guard vessel *Sir Wilfrid Laurier*

and U.S. Coast Guard cutter *Spar* were also in attendance but their intervention was not required. The vessel's owners arranged for the tug *Barbara Foss* to proceed to the vessel from Prince Rupert and she finally rendezvoused with the *Simushir* in the late afternoon of 18 October 2014 by which time the weather conditions had abated somewhat. The tug took the vessel in tow, initially in a north-westerly direction, keeping a safe distance from the west coastline of the island of Haida Gwaii. The Joint Rescue Coordination Centre (JRCC) Victoria and the Canadian Coast Guard continued to monitor the towage operation and the *Sir Wilfred Laurier* accompanied the flotilla.

Russian reports suggest the vessel suffered a break of her lubricating compensator, which caused the main engine to fail. The vessel arrived at Prince Rupert on 20 October and was taken to the Fairview Container Terminal where repairs were to be undertaken. Concerns are now being raised as to the ability to deal with such situations off the coast of British Columbia. The responding tug *Barbara Foss*, which is operated by Foss Maritime Limited, happened to be in Prince Rupert and was free to provide assistance but is usually stationed in the Strait of Juan de Fuca under contract to Washington state as an emergency towing vessel. Video of the casualty can be viewed by clicking [here](#).



NEW CASUALTIES



Rø Sund ▣

Ro-ro ferry, IMO 7601669, Built 1977, 547 dwt

Date of Casualty 14 October 2014 – Late notification

Voyage Skarberget to Bognes, Norway

Type of Casualty Sudden listing whilst loading at the quay in Skarberget causing damage to vehicles and a passenger to fall in the water.

Type of Claim Damage claims



Welle ▣

General cargo with container capacity, IMO 8101410, Built 1982, 3,848 dwt

Date of Casualty 16 October 2014

Voyage Rostov, Russia to Iodas, Turkey

Cargo 2,900 m/t of scrap metal

Type of Casualty Grounding in the Sea of Azov, close to the entrance of the Azov-Don Sea Canal. The vessel was refloated with tug assistance and assistance was provided to repair steering problems which may have caused the grounding.

Type of Claim Possible General Average declaration



Xtente ▣

Fishing vessel, IMO 9018880, Built 1990, 1,545 dwt

Date of Casualty 16 October 2014

Type of Casualty Whilst transiting the Pago Pago Harbour the fishing vessel was in collision with two unnamed vessel causing breaches in the hull.

Type of Claim Collision damage claim

Royal Jade/X-Press 207

Royal Jade - Liquid petroleum

gas carrier, IMO 8919752, Built 1991, 9,490 dwt
X-Press 207 - Supply vessel, no other details

Date of Casualty 17 October 2014

Voyage Asaluyeh Terminal, Iran to Fujairah, UAE

Cargo LPG

Type of Casualty Collision at Fujairah anchorage causing significant damage to the supply vessel and injuries to her crew.

Type of Claim Collision damage claim

P&I Skuld / n/a



Lady A ▣

Yacht, No other details

Date of Casualty 17 October 2014

Type of Casualty Sinking off Seattle. The crew were safely rescued and taken on board the container ship *Tokyo Express*.

Type of Claim Total loss claim

[Further casualties overleaf](#)

Roose + Partners

NEW CASUALTIES - Continued - edition (83)

Rider

General cargo with container capacity, IMO 9226774, Built 2001, 4,630 dwt

Date of Casualty 17 October 2014

Voyage Malmö, Sweden to Belfast, Northern Ireland

Cargo Unknown

Type of Casualty Engine damage whilst transiting the Kiel Canal. The vessel dropped its anchor and two tugs were later dispatched and towed the ship to Brunsbüttel for repairs.

Type of Claim Possible General Average declaration



Leo Advance

Bulk carrier, IMO 9442225, Built 2007, 55,638 dwt

Date of Casualty 17 October 2014

Voyage Teesport, UK to Ereğli, Turkey

Cargo Unknown

Type of Casualty Compressor problems whilst off Brest. The vessel was towed

into Brest by the *Abella Bourbon* where repairs were carried out.

Type of Claim Possible General Average declaration



Truong Hai

General cargo vessel, IMO 9342437, Built 2005, 934 dwt

Date of Casualty 18 October 2014

Voyage Unknown

Cargo Unknown

Type of Casualty The vessel began listing whilst off Qui Nhon, Vietnam. The crew were safely disembarked and the vessel was beached two miles off Qui Nhon.

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

Lenaneft 2013

Tanker, Inland tanker, IMO 8988260, Built 1977, dwt unknown

Date of Casualty 19 October 2014

Voyage Heihe, China to unknown destination

Cargo Unknown

Type of Casualty Grounding on the Lena River causing the tanker to be holed. The damage was repaired by the crew and tugs were dispatched to assist in the refloating operation.

Type of Claim Possible hull damage claim and General Average declaration

Tiksi

Product tanker, IMO 8971827, Built 1979, 2,690 dwt

Date of Casualty 19 October 2014

Voyage Yakutsk for Vitim

Cargo 1,200 m³ of fuel oil

Type of Casualty Grounding on the River Lena. The tanker was holed in her forepeak. Tug *Kapitan Suetin* was dispatched to assist.

Type of Claim Hull damage and possible salvage claim



Nicola

General cargo with container capacity, IMO 9195872, Built 2000, 5,050 dwt

Date of Casualty 19 October 2014

Voyage Gdynia, Poland to Foynes, Ireland

Cargo Unknown

Type of Casualty Engine breakdown five miles north of Dounreay, Scotland. Tug *Herakles* was dispatched and took the vessel in tow to Scapa for repairs.

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

Unnamed vessel – to be confirmed

Date of Casualty 21 October 2014

Voyage Unknown

Cargo Ore

Type of Casualty Sinking on the Yangtze River in Yichang, central China's Hubei Province. All 10 crew were safely rescued.

Cargo Lost Overboard

Ernst Hagedorn – General cargo vessel, IMO 8806149, P&I Lodestar, proceeding from Kalmar, Sweden to Shoreham, UK is reported to have lost 60 packets of wood overboard on 22 October 2014.

Grande Francia - General cargo with container capacity, IMO 9246592, P&I Gard, proceeding from Tilbury, UK to Hamburg, Germany is reported to have lost 10 44-ft containers overboard on 22 October 2014.

Type of Claim Total loss claim and possible wreck removal

Stena Superfast VIII

Passenger ro-ro, IMO 9198953, Built 2001, 5,525 dwt


Date of Casualty 21 October 2014

Voyage Loch Ryan to Belfast, UK

Type of Casualty Grounding in the Herdman Channel, Belfast. Tugs are in attendance.

Type of Claim Possible hull damage and salvage claim



Access all our previous casualty newsletters here 

Myrte

General cargo with container capacity, IMO 9364136, Built 2008, 7,125 dwt

Date of Casualty 22 October 2014

Voyage Invergardon to Lerwick, UK

Cargo Pipes

Type of Casualty Drifting without power following a fire off Shetland's Fair Isle. A tug proceeded from Sullom Voe to assist and has managed to attach a line to the vessel. The vessel is expected to arrive into Lerwick later today.

Type of Claim Possible salvage claim



CASUALTY FOLLOW-UP

Santa Rosa – edition 81 & 82 – has been refloated by Mubarak Overseas LLC. The vessel was heading from Jebel Ali to Pakistan with 1,045 containers on board. Whilst salvage security can be lodged with Lloyd's Salvage Arbitration Branch Diane.bowles@Lloyds.com, the Salvors have also appointed Richards Hogg Lindley in Liverpool and Singapore to assist with the collection of salvage security. They can be contacted at Info-liverpool@rhl-ct.com and Singapore.ga@rhl-ct.com. Roose+Partners will be assisting part cargo interests in this matter.

Seychelles Patriot – edition 82 – was successfully refloated by Smit Salvage nine days after running aground whilst proceeding up the Amazon River in Brazil. The vessel was carrying a cargo of Gasoil to Manaus.

Ugo de Carlini – edition 82 – was successfully refloated by Smit Salvage under the LOF contract. The vessel was carrying a cargo of iron ore and is now anchored off Buchanan, Liberian.

Long Bright – edition 82 – has been refloated reportedly by the Egyptian Navy.

