

### FEATURE CASUALTY

## MSC Ulsan

Fully cellular containership, IMO 9243306, Built 2002, 52,785 dwt

**Date of Casualty** 17 November 2014

**Voyage** France, Italy, Spain to Dakar, Senegal

**Cargo** General containerised cargo

**Type of Casualty** Grounding

**Type of Claim** Possible local salvage claim

We understand that the 2002 built fully cellular containership *MSC Ulsan*, under the management of Shanghai Costamare Ship Management, ran aground on the approaches to Dakar on 17 November 2014 prompting an emergency response and offers of salvage assistance from both local and professional salvors further afield. The vessel, which has a teu capacity of 3,900, was reported to be fully loaded at the time of the incident and grounded on a sand bank whilst heading into the port. She had previously called at the ports of Fos sur Mer, Genoa, Leghorn, Valencia and Las Palmas in the Canary Islands before heading to West Africa.

The *MSC Ulsan* was fortunately only lightly aground sitting on soft sand and sat for some 23 to 24 hours until high water when she was refloated with the assistance of local tugs. According to the latest AIS data, the containership is now moored at Dakar. It is of course possible that she may have suffered some impact damage as a result of the grounding incident although there are no reports to suggest any significant damage occurred and she did not have to rest on the sand bank for too long. That said, the potential for structural damage is ever present in cases where a vessel is unevenly supported although we do not know how she was sitting on the bank and whether there was any significant current or potential for scouring to occur around the vessel. A local salvage claim may be advanced. The grounding has not been widely reported.



### NEW CASUALTIES



– Late notification

**Voyage** Cebu to Palawan, Philippines

**Cargo** 20,000 bags of cement

**Type of Casualty** Sinking in poor weather at Anini-y, Antique province. 2 crew members are missing.

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

#### Hansa Siegburg/Hai Run 607

*Hansa Siegburg* - Fully cellular containership, IMO 9401661, Built 2008, 23,324 dwt

*Hai Run 607* - Sand carrier, No other details

**Date of Casualty** 11 November 2014  
– Late notification

**Voyage** Xiamen, China to Manila, Philippines via Hakata, Japan

**Cargo** General containerised cargo / Sand

**Type of Casualty** Collision off Xiamen, southeast of Qingyu Island leading to the loss of the *Hai Run 607*. All the crew members were evacuated.

**Type of Claim** Collision damage claim

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

#### Vital 355

General cargo vessel, IMO 8944836, Built 1988, 247 gt

**Date of Casualty** 11 November 2014



#### Shi Dai 6

Bulk carrier, IMO 9115224, Built 1994, 69,180 dwt

**Date of Casualty** 12 November 2014  
– Late notification

**Voyage** Muara Pantai, Indonesia to Basuo, China

**Cargo** 65,000 m<sup>3</sup> of coal

**Type of Casualty** Grounding near Huaneng Power Plant Coal Terminal in Basuo, Hainan Island. The vessel was refloated with tug assistance.

**Type of Claim** Possible salvage claim



#### Nossan

General cargo vessel, IMO 8814536, Built 1990, 4,250 dwt

**Date of Casualty** 12 November 2014  
– Late notification

**Voyage** Kalmar to Grums, Sweden

**Cargo** Timber

**Type of Casualty** Grounding on the River Göta near Stallbacka Bridge in Trollhättan, Sweden following a power blackout. The crew were able to refloat the vessel but the grounding resulted in a breach of the hull and flooding of the bow section. The vessel was sealed by salvors and refloated on 16 November 2014.

**Type of Claim** Hull damage, cargo damage and salvage claim



#### Run Fa Chang Qing

Container barge, No other details

**Date of Casualty** 12 November 2014  
– Late notification

**Voyage** At Shengdong International Container Terminal (SICT) in Yangshan Port

**Cargo** General containerised cargo

**Type of Casualty** The barge lost stability and partially capsized with 36 containers being lost overboard. Video of the incident can be viewed by clicking [here](#)

**Type of Claim** Cargo loss

#### Os

Ro-ro, IMO 7704679, Built 1978, 200 dwt

**Date of Casualty** 12 November 2014  
– Late notification

**Voyage** Skjeltne, Lepsoya and Haramsoya, Norway

**Cargo** n/a

**Type of Casualty** Engine room fire. The vessel was towed into the ferry terminal on Skjeltne and was subsequently taken in tow to Aalesund for repairs.

**Type of Claim** Fire damage and possible salvage type claim



#### Volgo-Balt 144

General cargo vessel, IMO 8857801, Built 1971, 3,110 dwt

**Date of Casualty** 13 November 2014

**Voyage** Unknown

**Cargo** 1,836 m<sup>3</sup> of timber

**Type of Casualty** Grounding on the Volgo-Balt Canal near the port of Vytegorok. The vessel was refloated after lightering.

**Type of Claim** Possible hull damage, salvage claim and/or General Average declaration

#### Sinar Johor/Orchid Marine

*Sinar Johor* - Chemical tanker, IMO

[Further casualties overleaf](#)





# Roose + Partners

## NEW CASUALTIES - Continued - edition (87)

9036870, Built 1991, 3,098 dwt  
*Orchid Marine* – Edible oil tanker, Built 1985,  
No other details

**Date of Casualty** 14 November 2014

**Voyage** to Penang, Malaysia to Jakarta,  
Indonesia / Unknown

**Cargo** Unknown

**Type of Casualty** Collision off Pulau Durian,  
Indonesia. The *Sinar Johor* was able to  
continue its voyage to Jakarta but the  
*Orchid Marine* was holed in its port side  
and took on a list.

**Type of Claim** Collision damage claim

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

and is undergoing repairs.

**Type of Claim** Possible General Average  
declaration



### Yong Sheng VII/Hokuhei No. 18 ▽

*Yong Sheng VII* – General cargo vessel, IMO  
9578220, Built 2010, 6,606 dwt

*Hokuhei No. 18* – Dredger, No other details

**Date of Casualty** 15 November 2014

**Voyage** Suao, Taiwan to Incheon, Rep of  
Korea / n/a

**Cargo** General cargo / n/a

**Type of Casualty** Collision 1.5km off  
Okinawa leading to the capsizing and  
partial sinking of the dredger and  
subsequent pollution. The crew of the  
dredger were safely rescued. The cargo  
vessel suffered some damage.

**Type of Claim** Collision damage claim

**P&I** Unknown

### Skawa

Bulk carrier, IMO 9521863, Built 2012,  
16,600 dwt

**Date of Casualty** 15 November 2014

**Voyage** Port Colborne to Montreal, Canada

**Cargo** Salt

**Type of Casualty** The vessel was holed  
following a grounding on the St.  
Lawrence river. Reports suggest the  
incident was caused by a main engine  
malfunction.

**Type of Claim** Hull damage claim



### Lal Bhadur Shastri ▽

Fully cellular containership, IMO 9045534,  
Built 1993, 28,965 dwt

**Date of Casualty** 15 November 2014

**Voyage** Jebel Ali, UAE to Pipavev and  
Kochi, India

**Cargo** General containerised cargo

**Type of Casualty** Engine failure causing  
the vessel to allide with the wharf at the  
Kochi Container Transhipment Terminal  
causing damage to the vessel.

**Type of Claim** Allision damage claim

**P&I** Standard Club

### Argentario ▽

Fishing vessel, No other details

**Date of Casualty** 15 November 2014

**Type of Casualty** Grounding off the port of

Sain Gille Croix de Vie. Salvage efforts  
are being hampered by poor weather.

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

### Sehit Huseyin Akil

General cargo vessel, IMO 8211801, Built  
1983, 2,175 dwt

**Date of Casualty** 15 November 2014

**Voyage** Bartin to Sousse, Turkey

**Cargo** 2,035 m/t of steel

**Type of Casualty** Engine failure. The vessel  
was assisted by tug *Megalochari VII* to  
Karistos Bay.

**Type of Claim** Possible General Average  
declaration

### Ankergracht

General cargo with container capacity, IMO  
9014872, Built 1990, 12,150 dwt

**Date of Casualty** 15 November 2014

**Voyage** Israel and Turkey to Genoa, Italy

**Cargo** General containerised cargo

**Type of Casualty** Allision with Eritrea pier  
at Genoa

**Type of Claim** Allision damage

**P&I** Britannia

### Odyssea Courage/Q4000

*Odyssea Courage* – Supply vessel, IMO  
9213040, Built 1999, 1,849 dwt

*Q4000* – Drill platform, IMO 8767123, Built  
2002, 14,802 gt

**Date of Casualty** 15 November 2014

**Type of Casualty** The *Odyssea Courage*  
collided with the semi-submersible drill  
platform damaging one of the lifeboats.

**Type of Claim** Collision damage claim



### Luh nau ▽

General cargo vessel with container  
capacity, IMO 9213595, Built 2007,  
3,720 dwt

**Date of Casualty** 15 November 2014

**Voyage** Liverpool, UK to Leixoes, Portugal

**Cargo** Scrap

**Type of Casualty** Rudder failure 200 nm  
of Brest. The vessel was taken in tow  
by the tug *Abéille Bourbon* which had  
proceeded from Brest to assist.

**Type of Claim** Possible General Average  
declaration

### Seroja Lima

Fully cellular containership, IMO 9567661,  
Built 2011, 90,388 dwt

**Date of Casualty** 15 November 2014

**Voyage** China and Malaysia to South Africa

**Cargo** General containerised cargo

**Type of Casualty** Loss of 23 containers  
whilst anchored off Port Elizabeth.

**Type of Claim** Cargo loss

### Bryn Navolok

General cargo vessel, IMO 8867246, Built  
1986, 2,805 dwt

**Date of Casualty** 15 November 2014

**Voyage** Archangel to Varandey, Russia

**Cargo** 1,300 m/t of general cargo

**Type of Casualty** Stuck in ice near  
Varandey. Russian flagged ice breaker  
*Ataman Ermak* is tasked to en route to  
assist

**Type of Claim** Possible salvage type claim

### Land Wursten - Wre 5

Fishing vessel, no other details

**Date of Casualty** 17 November 2014

**Type of Casualty** Grounding at the port of  
Wremen.

**Type of Claim** Possible hull damage or  
salvage claim

### San Cristobal ▽

General cargo vessel, IMO 6621296, Built  
1966, 1,209 dwt

**Date of Casualty** 17 November 2014

**Voyage** Guayaquil to the Galapagos Islands,  
Ecuador

**Cargo** Food, construction materials and  
vehicles

**Type of Casualty** Sinking 25 nm south-west  
of La Libertad, Ecuador. All the crew  
were reported to be safe. Containers are  
washing up on local beaches.

**Type of Claim** Total loss claim



## CASUALTY FOLLOW-UP

**Santa Rosa** – editions 80, 81, 82 & 83 - the  
vessel has been cleared by Class as being  
fit to proceed. The salvors and Richard  
Hogg Lindley continue their efforts to  
collect salvage security from the vessel  
and cargo interests. There has been some  
concern regarding the impact that present  
sanctions may have in relation to the  
salvage assistance given the involvement  
of a local Iranian tug which was hired by  
the salvors during the salvage services.  
This has led to delays whilst property

interests ensure they do not contravene  
the present worldwide regulatory  
restrictions. Roose+Partners are assisting  
cargo interests in relation to this casualty.

**San Felipe** – editions 84 & 85 – we  
understand the question of a General  
Average declaration is still under  
consideration by the vessel's owners.

**Nagato Reefer** – edition 86 – sailed from  
Portland on 13 November and has since  
arrived at Arrecife on the Canary Islands.

