

Roose + Partners

Casualty Newsletter 88

26th November 2014

FEATURE CASUALTY

Pavana

Catamaran, No other details

Date of Casualty 19/20 November 2014

Voyage n/a

Cargo n/a

Type of Casualty Sinking

Type of Claim Total loss claim

The crew from the catamaran *Pavana* were rescued by the Deval Transportation-owned bulk carrier *Lady Sallha* following a request by the US Coast Guard that the vessel should divert to the *Pavana*'s last known position. The *Pavana* had got into difficulty whilst in a position over 350 km off the coast of Florida and had radioed for emergency assistance. At the time the crew of *Pavana* first reported that they were in difficulty, the bulk carrier, which was en route to New Orleans from Philadelphia, was only 20 km from their position. The bulk carrier changed course and rendezvoused with the *Pavana* an hour later.

The crew of the *Pavana* were transferred on board the *Lady Sallha* and her crew then fought to recover the damaged catamaran. Their efforts were unsuccessful and the *Pavana* is thought to have been lost. Her relieved crew were disembarked in New Orleans on 22 November 2014.

Earlier this month the car carrier *Michigan Highway* was involved in the rescue of four crewmen from the yacht *Hunter* in the Atlantic Ocean following a distress signal to the Maritime Rescue Coordination Centre Delgada (MRCC Delgada) in Portugal, reporting of rudder trouble. The *Michigan Highway* proceeded from Baltimore immediately diverted and rescued all four of the crew. They were disembarked at Livorno on 20 November.



NEW CASUALTIES



Johanna Josephine ▣

General cargo vessel/barge, Built 2005, No other details

Date of Casualty 19 November 2014

Voyage None, dredging operations

Cargo Stones

Type of Casualty Grounding on a submerged sheet piling at a cooling water outlet of the GDF Suez power plant in Wilhelmshaven. The vessel, which was holed and began sinking, was lightered and refloated on 20 November and was taken to the New Jade Yard in Wilhelmshaven for repairs.

Type of Claim Hull damage and possible salvage type claim

Helene Rickmers ▣

Fully cellular containership, IMO 9144158, Built 1998, 23,106 dwt

Date of Casualty 18 November 2014 – Late notification

Voyage Port Moresby, Papua New Guinea to Fos, France and Algeciras, Spain

Cargo General containerised cargo

Type of Casualty Grounding near Port Moresby. The vessel was refloated but remains at anchor 6nm off the port.

Type of Claim Possible hull damage and General Average declaration

Ju Da ▣

Bulk carrier, IMO 9300116, Built 2005, 73,603dwt

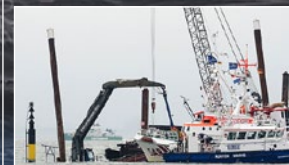
Date of Casualty 19 November 2014

Voyage Koper, Slovenia to Venice, Italy

Cargo Unknown

Type of Casualty Damage to propeller shaft. The vessel arrived at her destination port under tow of local tugs and is awaiting a tow to Trieste where she will undergo permanent repairs.

Type of Claim Possible General Average declaration



Amur 2505

General cargo with container capacity, IMO 8721313, Built 1984, 3,340 dwt

Date of Casualty 20 November 2014

Voyage Saratov, Russia to Bandar Anzali, Iran

Cargo 2,357 m/t of barley

Type of Casualty Grounding on

the Volga River, 25 kilometres from Astrakhan. The vessel was refloated from the shallows by a local tug *Mekhanik Iblev*.

Type of Claim Possible hull damage and salvage claim

Lime

General cargo vessel, IMO 8857954, Built 1971, 3,031 dwt

Date of Casualty 20 November 2014

Voyage Haydarpara, Turkey to Dneprobugskiy, Ukraine

Cargo Unknown

Type of Casualty Grounding at Dnepropetrovsk.

Type of Claim Possible hull damage and salvage claim

Calypso ▣

Freighter, No other details

Date of Casualty 21 November 2014

Voyage Unknown

Cargo Unknown



Type of Casualty Water ingress, listing and later sinking 45 nm north of Cap Haitien, Haiti. All seven crewmembers were safely evacuated by the US Coastguard. The vessel sank in nearly 4,000 feet of water and reportedly had some 500 gallons of diesel fuel on board.

Type of Claim Total loss claim

Ina

Ro-ro, IMO 7419377, Built 1978, 9,019 dwt

Date of Casualty 21 November 2014

Voyage India to Chittagong, Bangladesh

Cargo Unknown

Type of Casualty Blackout in the Bay of Bengal. The vessel was taken in tow by the tug *Barshan* and is heading for Chittagong.

Type of Claim Possible salvage claim

MTM Westport ▣

Molasses tanker, IMO 9185920, Built 2000, 19,997 dwt

Date of Casualty 21 November 2014

Voyage Rotterdam, Netherlands to Hamburg, Germany

Cargo In ballast

Type of Casualty One of the vessel's lifeboats crashed into the sea whilst the vessel was anchored 10 miles SE of Heligoland. One crew member died and two were

severely injured.

Type of Claim Loss of life and crew claims

P&I North of England



Stallovare ▣

Ro-ro, IMO 7727413, Built 1976, 258 dwt

Date of Casualty 21 November 2014

Voyage Årsnes - Varaldsøy – Gjermundshamn service

Cargo n/a

Type of Casualty Allision with the dock at Gjermundshamn causing damage to the vessel and vehicles on board.

Type of Claim Allision damage claim

Veerhaven IX

Pusher tug, MMSI 244620946, Built 1998

Date of Casualty 21 November 2014

Voyage Vlissingen to Gent

Cargo Coal

Type of Casualty Grounding in the port of Terneuzen. The tug was pushing two loaded and two empty barges. One of the loaded

Further casualties overleaf ▶



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NEW CASUALTIES - Continued - edition (88)

barge was holed and began taking on water. Salvors Multiraship refloated to *Veerhaven IX* and mobilized a diving team, pumps, sealing materials and the crane 'Ovet 8' to assist the barge. Cargo was offloaded to another barge.

Type of Claim Hull damage and possible salvage claim

MSC Georgia

Bulk carrier with container capacity, IMO 8408818, Built 1985, 33,823 dwt

Date of Casualty 22 November 2014

Voyage Thessaloniki, Greece to Beirut, Lebanon

Cargo Unknown

Type of Casualty Contact with a port crane tower during unloading causing damage to the vessel. Repairs were completed and the vessel sailed the same day.

Type of Claim Allision damage claim
P&I Standard Club



CASUALTY FOLLOW-UP

Nicola – edition 83 – has been towed from Scapa Flow to Invergordon for repairs. The vessel, which broke down in the Pentland Firth off Strathly Point on 19 October 2014, has remained in Scapa Flow since being towed there after her breakdown where repairs had originally been expected to be completed.

San Felipe – editions 84, 85 & 87 – we understand declaration of General Average in relation to this casualty remains under consideration by the owners of the vessel. The *San Felipe* is presently at Jurong Port in Singapore.

Nawatrans VI – edition 86 – on 19 November the cargo was transferred

onto the barge *Gloria* with the intention that it transfer to load to Nordenham for disposal.

Luhnau – edition 87 – following the steering failure in the Bay of Biscay on 15 November which necessitated an emergency tow into Brest, the vessel has been repaired and resumed its voyage to Leixoes, Portugal.

Seroya Lima – edition 87 – it is now thought that an estimated 30 containers were lost overboard the vessel, three of which have been recovered in a damaged condition. A further 60 containers on board the vessel suffered damage to some extent and have been discharged pending inspection.

Chao Anoma

Product tanker, IMO 9114658, Built 1995, 4,999 dwt

Date of Casualty 22 November 2014

Voyage Tanjung Pelepas Malaysia to Yangon, Myanmar

Cargo Unknown

Type of Casualty Explosion in the engine room. Three crew members were seriously injured and were transferred off the vessel by helicopter off Phuket.

Type of Claim Possible fire damage, crew claims



Dyroy

Ro-ro, IMO 6413352, Built 1964, 415 gt

Date of Casualty 23 November 2014

Voyage Grytoy-Bjarkoy-Sandsoy service

Cargo n/a

Type of Casualty Grounding. The ferry was refloated but could not return to service. This is the second appearance of the *Dyroy* in the Newsletter, see edition 80 for details.

Type of Claim Possible hull damage claim



Kaity L

Bulk carrier, IMO 9231987, Built 2003, 50,457 dwt

Date of Casualty 23 November 2014

Voyage Taranto, Italy to New Orleans, USA

Cargo Unknown

Type of Casualty Grounding on the Lower Mississippi River.

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

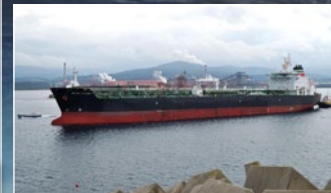
British Emissary

Combined chemical and oil tanker, IMO 9315769, Built 2007, 37,651 dwt

Date of Casualty 23 November 2014

Voyage At anchor

Cargo In ballast



Type of Casualty Engine explosion whilst in Charleston, South Carolina.

Type of Claim Fire damage claim

Vectis Eagle

General cargo vessel, IMO 9594286, Built 2012, 8,690 dwt

Date of Casualty 24 November 2014

Voyage Muuga, Estonia to Gijon, Spain

Cargo Unknown

Type of Casualty Allision with a lock gate in the Kiel Canal at Holtenu. The vessel was towed stern first from the lock by port tugs *Holtenu* and *Kitzeberg*. Both the vessel and lock sustained heavy damage.

Type of Claim Allision damage claim

P&I North of England

Katze

General cargo with container capacity, IMO 9014937, Built 1991, 4,175 dwt


Date of Casualty 24 November 2014

Voyage Pärnu, Estonia to Hvide Sande, Denmark

Cargo 4,000 m³ of grain

Type of Casualty Grounding near the entrance of Hvide Sande harbour. Attempts to refloat the vessel have so far been unsuccessful. Photos and video of the vessel aground and moving in the swell can be seen by clicking [here](#).

Type of Claim Possible hull damage and salvage claim

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

Boris Pevkin

General cargo vessel, IMO 8971188, Built 1989, 5,446 dwt

Date of Casualty 24 November 2014

Voyage Turkey to Rostov, Russia

Cargo In ballast

Type of Casualty Grounding in the Sea of Azov north of the town of Pavlo-Ochakovo. An improvement in the weather is awaited before refloating operations are commenced.

Type of Claim Possible hull damage and salvage claim

Baris

General cargo vessel with container capacity, IMO 8716019, Built 1987, 2,241 dwt

Date of Casualty 25 November 2014

Voyage Libya to Italy

Cargo n/a

Type of Casualty Engine breakdown in the Mediterranean some 30 nm southeast of Crete. The vessel is thought to be carrying over 700 migrants on board and has been suffering in the prevailing gale-force winds and high waves. A Greek naval vessel is thought to have taken the vessel in tow to Ierapetra in southern Crete where it will arrive later today.

Type of Claim Possible salvage claim

