

FEATURE CASUALTY

MSC Rachele

Fully cellular containership, IMO 9290282, Built 2005, 107,366 dwt

Date of Casualty 12 December 2014

Voyage Valencia, Spain to Antwerp, Belgium

Cargo General containerised cargo

Type of Casualty Grounding

Type of Claim Unlikely

In the early afternoon of 12 December the 334m fully cellular containership *MSC Rachele* ran aground on a sandbank in the Western Scheldt near the port of Terneuzen. The grounding was reportedly to be the result of a power blackout although this is unconfirmed. The weather at the time was blustery with winds of force 5-6.

The 107,366 dwt vessel, which has a carrying capacity of 8,238 teus (20ft equivalent units) and was probably close to being fully loaded, was unable to free herself by her own means which may have been due to the reported power blackout. With the grounding

position close to the estuary, there was some concern that the containership was posing a danger to other commercial vessels using the waterway and the local authorities immediately ordered traffic proceeding in bound to Antwerp to be suspended. They also dispatched tugs to assist the vessel in the hope that the *MSC Rachele* could be refloated on the high tide, due at 6pm. At least six (possibly eight) tugs operated by the towage and salvage company URS headed to the vessel's grounding position. Towing lines were attached to the vessel's aft and at 1605 hours the vessel was pulled free from the sandbank stern first. She was then towed to Terneuzen where she was anchored pending an inspection. She has since proceeded to Antwerp, Rotterdam and Felixstowe which suggests that the assistance rendered to the vessel will have been on commercial rather than salvage terms and that there was no particular physical damage to the vessel.

The Panamanian flagged vessel, which is operated by Mediterranean Shipping Company, was heading for Antwerp from Valencia laden with general containerised cargo. She operates a service between the Indian subcontinent and Northern European via Egypt and had previously called at ports in Sri Lanka, India, Egypt and Italy. In November 2005 the containership suffered a similar grounding whilst outbound from Antwerp but she was able to refloat using her own power and proceeded without any requirement for outside intervention.



NEW CASUALTIES

Mutha Pioneer

General cargo vessel, IMO 8408272, Built 1984, 2,357 dwt

Date of Casualty 9 December 2014 – Late notification

Voyage New Tuticorin, India to Male, Maldives

Cargo Offloaded prior to the grounding

Type of Casualty Grounding on Thilafushi reef, Maldives. The vessel was refloated on 10 December using a local tug.

Type of Claim Possible salvage type claim and local fine



Australian Spirit

IMO 9247455, Built 2004, 111,905 dwt

Date of Casualty 9 December 2014 – Late notification

Voyage Placentia, Newfoundland, Canada to New York, USA

Cargo 675,000 barrels of crude oil

Type of Casualty Loss of steering and adrift off Nova Scotia. Tugs towed the vessel to Halifax for repairs. Cargo will be transferred to the *Americas Spirit* which arrived from New York on 15 December. There were difficulties securing tugs due to local restrictions on vessels which do not use low sulphur fuel.

Type of Claim Possible General Average declaration

Andrey Osipov

General cargo vessel with container capacity, IMO 8711306, Built 1994, 7,365 dwt

Date of Casualty 10 December 2014 – Late notification

Voyage Baltiysk, Russia to Alexandria, Egypt

Cargo Unknown

Type of Casualty Engine blackout and drifting towards Masekar. The vessel attempted an emergency anchoring. Tug *Bess* tried to assist but her propeller was fouled. The Swedish Coastguard dispatched a patrol boat to stand by until tug *Bison*, which had proceeded from Stenungsund, took the vessel in tow to Skagen.

Type of Claim Possible salvage type claim



O Genita

Fishing vessel, IMO 7512234, Built 1977, 120 dwt

Date of Casualty 10 December 2014 – Late notification

Type of Casualty Damaged during a storm off Shetland. Rescue services responded and the vessel was escorted into Pierowall by the Stromness lifeboat

Type of Claim Damage claim

Dalarna

General cargo with container capacity, IMO 9165085, Built 1996, 4,400 dwt

Date of Casualty 10 December 2014



– Late notification

Voyage Mersrags, Latvia to Iggesund, Sweden.

Cargo Polypropylene timber

Type of Casualty Loss of deck cargo 9nm south east of Svenska Björn in the Stockholm archipelago.

Type of Claim Cargo loss claims



Insignia

Passenger cruise ship, IMO9156462, Built 1998, 2,700 dwt

Date of Casualty 11 December 2014

Type of Casualty Engine room fire whilst in the Port of Castries, St. Lucia. A crew member and two local contractors died as a result of the incident and 650 passengers were evacuated.

Type of Claim Fire damage and loss of life claims

P&I UK Club

Melinda

Bulk carrier, IMO 9623881, Built 2012, 58,000 dwt

Date of Casualty 11 December 2014

Voyage At Novorossiysk, Russia

Cargo Unknown

Type of Casualty Fire whilst at berth in Novorossiysk port. The fire was thought to have resulted from sulphur residues igniting.

Type of Claim Fire damage claim

Zhong Xing 7/Xin Wang Shun

Zhong Xing 7 – General cargo vessel, Built 2014, No other details

Xin Wang Shun - General cargo vessel, Built 2013, No other details

Date of Casualty 11 December 2014

Voyage Unknown

Cargo Gravel / Coal

Type of Casualty Collision 4 nm south east of Nanri Island, Fujian. The *Zhong Xing 7* sank with 9 of her 13 crew confirmed dead or missing. The *Xin Wang Shun* suffered bow damage.

Type of Claim Collision damage, total loss and loss of life claims



Richmond lifeboat, formerly Artist Life

No other details

Date of Casualty 11 December 2014

Type of Casualty Allision with the seawall on the Fraser river causing water ingress and partial sinking.

Type of Claim Salvage

Hoa Mai 25 Alci

General cargo vessel, IMO 8664852, Built 2008, 1,506 dwt

Date of Casualty 12 December 2014

Voyage Hai Phong to Da Nang, Vietnam

Cargo Unknown

Type of Casualty Engine breakdown and risk of sinking in stormy weather 80 nm north west of Da Nang. Two coastguard vessels responded and towed the vessel into Da Nang.

Type of Claim Damage claim and possible salvage claim

Roose + Partners

NEW CASUALTIES - Continued - edition (91)



Red Sky ▲

Yacht, Built 2003, 91 gt

Date of Casualty 12 December 2014

Type of Casualty Water ingress following contact with a submerged object. The crew abandoned the yacht off Evans Head, New South Wales. They were rescued by the oil tanker *British Loyalty*.

Type of Claim Likely total loss

Sapphire

Chemical tanker, IMO 9114969, Built 1997, 14,002 dwt

Date of Casualty 12 December 2014

Voyage Belem, Brazil to Rotterdam, Netherlands

Cargo 9,500 m/t of palm oil

Type of Casualty Rudder failure and grounding on the Weser. The vessel refloated only to strike and severely damage a piling at the refinery in Brake.

Type of Claim Allision and hull damage claim



Ocean Star Pacific ▲

Cruise ship, IMO 7027411, Built 1971, 3,700 dwt

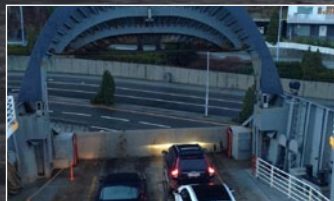
Date of Casualty 12 December 2014

Voyage Mexico to Alang, India for scrapping

Cargo n/a

Type of Casualty Grounding whilst moored in Sarangani Bay, General Santos City, Philippines. Salvors Harbor Star Shipping refloated the vessel on 16 December 2014.

Type of Claim Salvage claim



Stord ▲

Ro-ro, IMO 8513601, Built 1987, 817 dwt

Date of Casualty 12 December 2014

Type of Casualty Allision with the quay at Tau, Norway.

Type of Claim Allision damage claim



Edda Frende ▲

Tug/supply vessel, IMO 9409730, Built 2009, 4,000 dwt

Date of Casualty 12 December 2014

Type of Casualty Disabled in the North Sea after an engine room fire. Oil platform *Lomond* and its floating hotel were partially evacuated. The vessel was held by supply vessel *Skandi Rona* and was able to re-establish propulsion. She was escorted to Aberdeen by the tug *Normand Skarven*.

Type of Claim Fire damage claim

Al Safat/Badr Al Salam

Al Safat - Fully cellular containership, IMO 9349497, Built 2008, 85,437 dwt

Badr Al Salam - Fishing vessel, No other details

Date of Casualty 13 December 2014

Voyage Italy to Jeddah, UAE

Cargo General containerised cargo

Type of Casualty Collision in the Suez Canal causing the fishing vessel to sink. 15 of her crew died and 8 are in a critical condition.

Type of Claim Collision damage and loss of life claims

P&I North of England

Pasila

General cargo vessel, IMO 9113018, Built 1995, 13,367 dwt

Date of Casualty 13 December 2014

Voyage Kokkola to Raahе, Finland

Cargo Unknown

Type of Casualty Grounding entering the port of Raahе. The vessel refloated with tug assistance a few hours later.

Type of Claim Hull damage claim



Ghettly Bottiglieri/Octbreeze Island ▲

Ghettly Bottiglieri - Combined chemical and oil tanker, IMO 9232034, Built 2002, 40,165 dwt

Octbreeze Island - Bulk carrier, IMO 9597587, Built 2011, 38,278 dwt

Date of Casualty 13 December 2014

Voyage Zarate to San Lorenzo, Argentina / Ramallo, Argentina to Nuevo Palmira, Uruguay

Cargo Unknown

Type of Casualty Collision on the Parana river near San Pedro. The *Ghettly Bottiglieri* suffered bow damage. The *Octbreeze Island* sustained a 5-6m breach on her port side and listed to starboard. Her tanks were ruptured releasing fuel oil into the river. Track of the collision can be viewed by clicking [here](#).

Type of Claim Collision damage and clean-up operations, possible General Average declaration

P&I UK Club / Gard

Senator

General cargo vessel with container capacity, IMO 8721296, Built 1984, 3,340 dwt

Date of Casualty 14 December 2014

Voyage Turkmenistan to Olya, Russia

Cargo Likely in ballast

Type of Casualty Grounding whilst moving berths at the port Olya. Refloated by tugs on 14 December 2014

Type of Claim Possible hull damage and salvage claim

Maria Querubin

Passenger vessel, IMO 8622402, Built 1983, 102 dwt

Date of Casualty 14 December 2014

Type of Casualty Striking pier and grounding on Sibuyan Island, Philippines during poor weather. All 62 passengers were rescued..

Type of Claim Allision and hull damage claim

Falkland ▼


General cargo with container capacity, IMO 8505953, Built 1986, 3,643 dwt

Date of Casualty 14 December 2014

Voyage Trondheim to Sarpsborg, Norway

Cargo 3,000 m/t of limestone

Type of Casualty Grounding on the Stabbe rock off Botnane, Norway. The vessel began listing 5° to port. After initial attempts failed she was refloated shortly after high tide by tugs *Fastnet Nore* and

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

Boa Heimdal and the local lifeboat. She was berthed in Florø

Type of Claim Hull damage claim

Lady Irina

General cargo vessel with container capacity, IMO 9137038, Built 1997, 4,182 dwt

Date of Casualty 14 December 2014

Voyage Archangel, Russia to Kolding, Denmark

Cargo Wood pellets

Type of Casualty Grounding off Kolding, Denmark. The vessel was refloated with tug assistance.

Type of Claim Possible hull damage claim

Arabian Sea Fos

Anchor handling tug/supply vessel, IMO 8022925, Built 1981, 1,150 dwt

Date of Casualty 15 December 2014

Type of Casualty Fire on the aft deck whilst laid up at Eleusis port.

Type of Claim Fire damage claim

Crownbreeze

General cargo vessel, IMO 9195652, Built 1999, 3,400 dwt

Date of Casualty 16 December 2014

Voyage Kotka, Finland to New Holland, UK

Cargo Unknown

Type of Casualty Engine problems. Vessel is under tow to Liepaja.

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

CASUALTY FOLLOW-UP

MOL Comfort - editions 14, 15, 17, 19, 25, 34 & 81 - total claims in excess of USD500 million have been made in Japan against Mitsubishi Heavy Industries. Additional financial claims are being advanced by MOL and include expenses incurred carrying out structural changes to the vessel's sisterships built in 2008.

San Felipe - editions 84, 85, 87 88, & 90 - after reaching an agreement with CMA CGM, as charterers, the vessel owners

have withdrawn their General Average declaration and cargo will be delivered without any requirement to provide GA security.

Srikandi 515 - edition 84 & 89 - after being recovered by Thai authorities following the piracy incident the vessel dragged at anchor during storms and grounded off Narathiwat, Thailand on 16 December 2014. Salvage efforts are underway. The palm oil cargo remains on board.

