

Roose + Partners

Casualty Newsletter 93

7th January 2015

FEATURE CASUALTY

Hoegh Osaka

Vehicle carrier, IMO 9185463,
Built 2000, 16,886 dwt

Date of Casualty 3 January 2015

Voyage Southampton, UK to
Bremerhaven, Germany

Cargo 1,400 cars

Type of Casualty Grounding

Type of Claim Hull and cargo
damage, LOF salvage and
possible General Average
declaration

P&I Gard

The grounding of the *Hoegh Osaka* has been well reported this week with graphic pictures of the vessel listing at a reported 52° on a sandbank off the Isle of Wight after encountering stability problems on her departure from Southampton. Our very own Nick

Hampton, who lives on the Island, woke up to see the stranded vessel from his bedroom window! The carrier, which has a capacity of 5,400 cars, was a third full, loaded with some 1,400 vehicles including Jaguar Land Rover vehicles, BMW Minis, Hyundai cars and JCB construction equipment. She was also loaded with 500 m³ of fuel oil but, although her hull has been holed, there are no reports of any leakage of oil. A 200 metre exclusion zone has been set up around the casualty and, with many enthusiastic onlookers flying drones to video the vessel, an air exclusion zone is also in force. Video taken prior to this can be viewed by clicking [here](#). Thanks to Alan Scott for his photos below.

The vessel, which was heading for Bremerhaven in Germany, was under pilot control when owners Hoegh Autoliners advise she began listing

severely. To prevent a possible capsizing the Master and pilot chose to ground the vessel on Bramble's Bank. The crew of 24 and pilot were rescued by a coastguard helicopter and lifeboats although initially two officers and the pilot remained on board. Professional salvors, Svitzer have been appointed to provide salvage assistance to the carrier under an LOF Salvage contract, the first Lloyd's Open Form of 2015. A team from Svitzer has boarded the casualty and reported that for the most part the cargo remains well secured and may not have suffered as much damage as has been speculated. Some larger vehicles have moved and an excavator has shifted knocking a hole in the hull, which salvors have repaired. Some water ingress has been noted and this has prevented the salvors from attempting a refloating

today. An attempt may be taken tomorrow after dewatering. There is some concern about a deterioration in the weather and the effects of the tide on the sand support around the vessel. She is shifting under the influence of the tide and will have to be anchored down in the interim to prevent any movement.

This is an interesting casualty and one which, it could be argued, epitomises what the LOF Salvage contract was designed for. It will be interesting to see whether the shipowner elects to declare General Average. The basic concept of General Average is that parties to a common maritime adventure share proportionally (by reference to the value of their property at destination) in any loss/sacrifice and expenditure which has been made, with the intention to save the whole

of the property from peril. With steps apparently being taken to ground the ship intentionally, this is therefore a classic General Average situation. If this was an unintentional grounding resulting in damage to the ship and/or cargo, that particular damage would not be considered a GA loss/expense, and the loss would have to be borne by the shipowner and/or cargo owner, with the cargo owner potentially later seeking recovery of their losses against the vessel interests. In the event General Average is declared, the damage as a whole could be considered as sacrifice damage and be proportionately shared by all the salvaged property who benefitted from the intentional grounding.

Roose+Partners are representing over 80% of the cargo on board the vessel.

LOF NEWS

There have been three new LOF cases reported since our last edition – see our feature casualty and the follow-up section for details of the *Hoegh Osaka* and the *POE Giant 12*.

Sunrise

Bulk carrier, IMO 9393620, Built 2009,
37,268 dwt

Date of Casualty 3 January 2015

Voyage Brake, Germany to Burgas,
Bulgaria

Cargo Pipes for South Stream pipeline

Type of Casualty Grounding on entering
the port of Burgas. The vessel
was refloated with the assistance
of Multiship tugs under an LOF
Salvage contract. Salvors are seeking
security from the ship and cargo.

Type of Claim LOF salvage claim



New casualties overleaf ▶

CASUALTY FOLLOW-UP

Vestas Wind – editions 89, 90 & 92 – is to be repaired in Italy. The yacht was found to be in better condition than expected but requires extensive work. She is expected to be ready to sail from Lisbon in June 2015.

Falkland – edition 91 – is being towed to Poland for repairs to the grounding damage. She has an eta at Swinoujscie of 8 January 2015.

Norman Atlantic – edition 93 – has arrived in the port of Brindisi. 15 people remain unaccounted for. The ferry is reported to be still smouldering making inspection difficult. Speculation

continues as to the cause of the fire ranging from a short circuit to improper securing of the trucks on board causing sparks.

Chaulk Determination – edition 93 – work to contain and recover the fuel spilt from the vessel has been undertaken by ECRC, Veolia and the Ocean Group. Ocean Group are preparing a salvage plan.

POE Giant 12 – edition 93 – the offshore supply vessel *Pacific Valkyrie* is standing by at the grounding site at Pedra Blanca. We understand Resolve Salvage Group have been contracted on LOF terms to save the barge.

G.B. Corrado

Bulk carrier, IMO 9314624, Built 2008, 77,061 dwt

Date of Casualty 26 December 2014 – Late notification

Voyage Kamsar, Guinea to Point Comfort, USA

Cargo Bauxite

Type of Casualty Grounding off Port O'Connor in the Gulf of Mexico. The vessel was refloated on 30 December 2014.

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



Aksoyla-1 or Soyla-1

General cargo vessel, IMO 5132901, Built 1961, 1,010 dwt

Date of Casualty 30 December 2014 - Late notification

Voyage Tuzla to Marmara Island, Turkey

Cargo Unknown

Type of Casualty Structural failure and grounding off, Turkey. The engine room flooded and the listing vessel was abandoned by her crew. Leakage of fuel oil has been noted.

Type of Claim Hull damage and possible salvage claim

Langeland

General cargo vessel with container capacity, IMO 8420098, Built 1985, 2,287 dwt

Date of Casualty 31 December 2014

Voyage Rostock, Germany to Kolding, Denmark

Cargo Fertilizer

Type of Casualty Grounded on the south side of Fæno, Denmark. The vessel was refloated on 4 January 2015 and proceeded to Kolding.

Type of Claim Possible hull damage and/or salvage type claim



Loreto

Bulk carrier, IMO 9304203, Built 2004, 76,737 dwt

Date of Casualty 31 December 2014

Voyage Punta Arenas to Huasco, Chile

Cargo Coal

Type of Casualty Grounding in Strait of Magellan. The vessel was refloated and returned to Punta Arenas. Some of her double bottom tanks were holed.

Type of Claim Hull damage claim and General Average declaration

Sinar Kapuas/Alyarmouk

Sinar Kapuas – Bulk carrier, IMO 9494151, Built 2011, 56,942 dwt

Alyarmouk – Crude oil tanker, IMO9356438, Built 2008, 116,038 dwt

Date of Casualty 2 January 2015

Voyage Hong Kong to Singapore / Tanjung Pelepas, Malaysia to Yangpu, China

Cargo Unknown / crude oil

Type of Casualty Collision some 11 nm to the north-east of Pedra Branca in the Singapore Strait. The tanker sustained damage and 4,500 m³ of Madura crude oil was discharged into the sea. The MPA is liaising with ITOFP (International Tanker Owners Pollution Federation).

Type of Claim Collision damage claim and clean-up costs

P&I Britannia / North of England

Lian Run 34

Fishing vessel, no other details

Date of Casualty 2 January 2015

Type of Casualty Grounding off San Cristóbal after her anchor broke. The crew were taken off by helicopter. Salvamento Marítimo refloated the vessel on the rising tide after three failed attempts.

Type of Claim Possible hull damage and salvage type claim

Run Guang 9

Product tanker, IMO 9625669, Built 2013, 4,243 dwt

Date of Casualty 4 January 2015

Voyage Zhuhai to Zhanjiang, China

Cargo In ballast

Type of Casualty Explosion and fire in one of the vessels cargo tanks. Two of the 14 crew are missing.

Type of Claim Fire damage and loss of life claims



Gold

General cargo vessel, IMO 7720192, Built 1994, 3,747 dwt

Date of Casualty 4 January 2015

Voyage Darica to Istanbul, Turkey

Cargo Unknown

Type of Casualty Cargo shift and partial grounding during adverse weather. Tugs attended and refloated the damaged vessel.

Type of Claim Possible hull damage claim

Magellan Spirit

Liquid natural gas carrier, IMO 9342487, Built 2009, 82,265 dwt

Date of Casualty 5 January 2015

Voyage Bonny, Nigeria to Gwangyang, South Korea

Cargo LNG

Type of Casualty Grounding off Bonny. The tug *Smit Diare* is in attendance.

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



North Ocean

Fish factory, IMO 7530016, Built 1978, 633 dwt

Date of Casualty 6 January 2015

Type of Casualty Engine room fire off the Faroe Islands.

Type of Claim Fire damage claim and possible salvage claim



Hawai'i Aloha

Yacht, no other details

Date of Casualty 6 January 2015

Type of Casualty Capsized and grounding on Hawaii.

Type of Claim Total loss claim

Marina

General cargo vessel with container capacity, IMO 7214234, Built 1972, 4,950 dwt

Date of Casualty 7 January 2015

Voyage Awaiting instructions

Cargo In ballast

Type of Casualty Draggd at anchor and grounded during adverse weather at Kalecik beach.

Type of Claim Possible hull damage and salvage claim

Gulf Rio

General cargo vessel with container capacity, IMO 8602945, Built 1985, 2,872 dwt

Date of Casualty 7 January 2015

Voyage Kherson, Ukraine for Samsun, Turkey

Cargo 2,500 m³ of soybean in bulk

Type of Casualty Draggd at anchor and grounding at Samsun with water ingress and structural failure.

Type of Claim Hull damage and salvage claim

SINKINGS

Sea Merchant

General cargo vessel, Built 1982, 248.84 gt

Date of Casualty 1 January 2015

Voyage Bauan to Antique, Philippines

Cargo 20,040 bags of cement

Type of Casualty Sinking at Malabrigo Point in Lobo, Batangas, Philippines following a shift of cargo during bad weather. The vessel had 20 crew on board. All but one were safely rescued. The chief engineer died in the incident.

Type of Claim Total loss and loss of life claims

Cemfjord

Bulk Cement Carrier, IMO 8403569, Built 1984, 2,318 dwt

Date of Casualty 2 January 2015

Voyage Aalborg, Denmark to Runcorn, UK

Cargo Cement

Type of Casualty Sinking in the Pentland Firth off the north east coast of Scotland with the loss of all her crew. She may have had problems with her dewatering system with authorities requiring two additional pumps to be brought on board and ordering her to sail within 150 miles of the coast. Previous casualty (see edition 72)

Type of Claim Total loss and loss of life claims

P&I Swedish Club

Bulk Jupiter

Bulk carrier, IMO 9339947, Built 2006, 56,009 dwt

Date of Casualty 2 January 2014

Voyage Kuantan, Malaysia to China

Cargo 46,400 m³ of bauxite

Type of Casualty Sinking off the coast of Vietnam with the loss of all but one of her nineteen crew.

Type of Claim Total loss and loss of life claims

P&I Britannia

Better Trans

General cargo vessel, IMO 9168415, Built 1997, 8,919 dwt

Date of Casualty 2 January 2015

Voyage Davao, Philippines to China

Cargo No details

Type of Casualty Sinking in the Philippine Sea 415 nm east of Taiwan. The crew abandoned the vessel into life rafts. 19 of the 20 strong crew were rescued with one missing.

Type of Claim Total loss and loss of life claims

Saint Antoine de Padue

Fishing vessel, no other details

Date of Casualty 3 January 2015

Type of Casualty Sinking 13 nm north of Port-en-Bessin, off the coast of North west France. Her crew were rescued.

Type of Claim Total loss claim

