

FEATURE CASUALTY

COSCO Hope

Fully cellular containership, IMO 9472165, Built 2012, 140,241 dwt

Date of Casualty 3 May 2016

Voyage Port Said, Egypt to La Spezia, Italy

Cargo General containerised cargo

Type of Casualty Allision and fire.

Type of Claim Allision damage, interruption of port operations and fire damage

P&I Skuld

Shortly after midnight on 3 May, as the 2012 built mega containership Cosco Hope was manoeuvring to depart the Suez Canal Container Terminal (SCCT) in Port Said, the vessel struck a gantry crane causing a collapse of the crane onto the berth and a large fire to break out in the terminal.

The stern of the vessel hit gantry crane number 17 and caused the crane boom to crash down onto a stack of containers which were sitting at berth 7 of the terminal. There was a large explosion and subsequent fire which engulfed more than 20 containers. Several other cranes are also reported to have collapsed or have been damaged by the explosion and fire. The exact cause of the fire has yet to be determined but it is thought the boom may have struck a

tanktainer loaded with inflammable chemicals or contacted a fuel tank. At least two port workers were injured in the accident. The Suez Canal Authority and the Port Said Authority dispatched tugs and fire engines to the scene and the fire was eventually brought under control at dawn on 3 May.

The containership did not suffer any serious damage. She was reported to have minor indentations on her starboard side. After the incident she departed the port and anchored in the Port Said anchorage. A full investigation into the incident is underway. We understand the gantry crane which was hit was the same crane that was struck in November 2015 by a Singapore-flagged container ship owned by APL. Operations at the terminal have been suspended.

The 13,092 TEU containership trades between Asia, the Middle East and the Mediterranean and had been heading on its European leg when the accident happened.

Video of the damage at the terminal can be viewed by clicking [here](#).



NEW CASUALTIES



Bull Sulawesi ▣

Bulk carrier, IMO 9180920, Built 1999, 109,579 dwt

Date of Casualty 25 April 2016 - Late Notification

Voyage Jakarta to Muntok, Indonesia

Cargo Crude oil

Type of Casualty Grounded on a reef north of Pulau Bangka island in the South China Sea near Singapore. The vessel was lightened and refloated on 1 May 2016.

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

P&I Britannia



Trans Asia 8 ▣

Passenger ro-ro, IMO 8312980, Built 1984, 567 dwt

Date of Casualty 26 April 2016 - Late Notification

Type of Casualty Grounded whilst departing the port of Nasipit, Agusan del Norte for Cebu City. The vessel was refloated and on 27 April and was allowed to proceed.

Type of Claim Limited hull damage

Black Pearl

Combined chemical and oil tanker, IMO 9554834, Built 2010, 6,920 dwt

Date of Casualty 26 April 2016 - Late

Notification

Voyage Kaohsiung, Taiwan to Gladstone, Australia

Cargo No details

Type of Casualty Suffered an engine failure in the Coral Sea east of Gladstone. The tanker was reported to be drifting towards the coast and was taken in tow to Cairns after Australia's Joint Rescue Coordination Centre dispatched a tug to assist.

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

P&I Steamship Mutual

Maersk Tracer/Maersk Tackler ▣

Maersk Tracer - Anchor handling supply tug, IMO 9388613, Built 2009, 3,506 dwt

Maersk Tackler - Anchor handling supply tug, IMO 9388601, Built 2009, 3,559 dwt

Date of Casualty 26 April 2016 - Late Notification

Type of Casualty In collision off Anholt. The *Maersk Tracer* was under tow by the *Maersk Tackler*. Tugs assisted.

Type of Claim Collision damage



MSC Fabiola ▣

Fully cellular containership, IMO 9447847, Built 2010, 153,514 dwt

Date of Casualty 28 April 2016

Voyage Marsaxlokk, Malta to Salalah, Oman

Cargo General containerised cargo

Type of Casualty Grounding whilst transiting the Suez Canal after suffering a blackout and steering failure. The vessel was refloated by Suez canal tugs on 29 April and has since proceeded. The incident caused major delays to vessels using the Canal.

Type of Claim Salvage type claim

P&I UK Club

Further casualties overleaf ▣

Last Stand/Dean Reinauer ▣

Last Stand - Fishing vessel, No other details

Dean Reinauer - Pusher tug, No other details

Date of Casualty 28 April 2016

Type of Casualty The vessels collided six miles east of Cape May, New Jersey causing the *Last Stand* to sink. Her crew were rescued from their life raft. Click [here](#) for video.

Type of Claim Total loss and collision damage claim



Wind Lift I ▣

Support/heavy lift vessel, IMO 9516686, Built 2010, 2,623 dwt

Date of Casualty 28 April 2016

Type of Casualty Suffered a smouldering fire in a switchbox and a partial power failure off Emden.

Type of Claim Fire damage claim

P&I Skuld



Roose + Partners

NEW CASUALTIES - Continued - edition (162)



Bergfjord ▣

General cargo with container capacity, IMO 9166455, Built 2000, 3,697 dwt

Date of Casualty 29 April 2016

Voyage Mo i Rana, Norway to Koge, Denmark

Cargo Steel

Type of Casualty Suffered engine failure near Trondheim. The vessel was taken in tow.

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

P&I UK Club



Krasnoyarsk ▣

Nuclear submarine, Built 1986

Date of Casualty 29 April 2016

Type of Casualty Caught fire whilst under demolition in Vilyuchinsk, Russia.

Authorities considered sinking the submarine at the berth in order to extinguish the fire but the fire was extinguished without this. Russian officials report that all weaponry and the nuclear reactor had already been removed.

Type of Claim None

Xin Chao

Ferry, IMO 8222678, Built 1983, 439 dwt

Date of Casualty 29 April 2016

Type of Casualty Collided with a charter boat off Green Island near Hong Kong's Kennedy Town. A number of people on

both vessels were injured and the charter boat was severely damaged.

Type of Claim Collision damage and personal injury claims

P&I Shipowners Club



Willempje Hoekstra ▣

Fishing vessel, IMO 8705826, Built 1987, 410 gt

Date of Casualty 30 April 2016

Type of Casualty Allided with the flood gate of the Lorentz lock in Kornwerderzand causing severe damage to the gate.

Type of Claim Allision damage claim



Shang Qing 3 Hoa ▣

River containership, No other details

Date of Casualty 1 May 2016

Voyage Jinzhou to Shanghai, China

Cargo General containerised cargo

Type of Casualty The vessel suffered a loss of stability whilst at Shanghai WGO Container Terminal. She developed a starboard list and lost 45 containers overboard

Type of Claim Cargo and container loss

Monica-B ▣

Barge, No other details

Date of Casualty 2 May 2016

Voyage Porquerolles to La Londe, France

Cargo Diesel oil

Type of Casualty Suffered water ingress whilst under tow. The Maritime Prefecture of the Mediterranean diverted the tug *Jason* to assist and the tug ran the barge aground off the Badine Beach in the bay

Access all our previous casualty newsletters here



of Hyères.

Type of Claim Salvage claim



Yashma/V and B ▣

Yashma - General cargo vessel, IMO 9555357, Built 2012, 5,025 dwt

V and B - Yacht, No other details

Date of Casualty 3 May 2016

Voyage Figueira da Foz, Portugal to Gavle, Sweden / Plymouth, UK to New York, USA

Cargo No details

Type of Casualty In collision in the Northern Bay of Biscay 90 nm west of Lorient. The yacht, which was participating in the Transat Bakerly Solo Transatlantic Race from Plymouth to New York, suffered bow damage and had to abandon the race and is expected into La Trinité this morning.

Type of Claim Collision damage claim

P&I Standard Club / n/a

Spirit of Tasmania II

Passenger ro-ro, IMO 9158434, Built 1988, 5,143 dwt

Date of Casualty 3 May 2016

Voyage Melbourne to Devonport, Australia

Cargo Vehicles and passengers

Type of Casualty Caught in rough weather and 10 vehicles shifted, smashing together and overturning.

Type of Claim Vehicle damage claims

P&I Steamship



CASUALTY FOLLOW-UP



Siderfly and Coral Ivory ▣ - editions 33, 35, 40 & 156 - German investigators have published their report into the collision which took place on 28 October 2013. The collision led to the *Siderfly* suffering severe damage and being assisted on LOF terms by T&T Salvage. Click [here](#) for details.

El Faro - editions 132, 133, 134, 136, 138, 139, 143, 145, 147, 148, 151 & 160 - a further mission will be undertaken within the next few months to recover the vessel's voyage data recorder. Specialized deep-water salvage recovery equipment will be required to extract it from the vessel's four-ton mast. In the meantime the second round of the Marine Board Investigation into the sinking will be held from 16 to 27 May again in Jacksonville, Florida. This part of the investigation will consider shipboard operations, cargo loading, plus lashing and stowage operations with a view to assessing the stability of the vessel in the Hurricane conditions.

TS Taipei ▣ - editions 155, 156, 157 & 158 - the Environmental Protection Administration hope to complete the removal of oil from the vessel and

coastline within the next week. Local fisherman in the meantime are preparing to submit compensation claims and the Fisheries Agency Regulation Division has appointed the National Taiwan Ocean University to conduct an ecological survey to assess the scope and severity of the pollution.

Kristin - GK 457 - edition 156 - the fishing vessel which was disabled on 16 March 2016 some 44 miles west of Látrabjarg and was subsequently towed to Reykjavik by the Icelandic Coast Guard ship *Thor* has completed repairs and is back fishing in the North Atlantic.

Brahma 12 - editions 157, 158 & 160 - the 10 crew members kidnapped by Abu Sayyaf militants on 28 March 2016 have been freed after payment of a ransom.



completion of repairs to the grounding damage completed. She headed to the Baltic Sea awaiting orders.

Steren Mor ▣ - edition 161 - the abandoned fishing vessel has been reboarded and escorted into the port of Brest by the offshore tug *VN Sapeur* after dewatering. The vessel will be repaired in Rosmeur, Douarnenez.



Panagia Tinou ▣ - edition 161 - divers have examined the hull of the vessel to identify areas which require patching to enable the vessel to be raised and stabilised. Anti-pollution crews have deployed floating booms around the vessel to contain any residue of fuel left on board the vessel.

