

Roose + Partners

Casualty Newsletter ④17

24th March 2021

FEATURE CASUALTY

Ever Given

Fully cellular containership, IMO 9811000, Built 2018, 199,692 dwt

Date of Casualty 23 March 2021

Voyage Yantian, China to Rotterdam, Netherlands

Cargo General containerised cargo

Type of Casualty Grounding

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

P&I UK Club

At 0540 hours GMT on 23 March 2021 the fully cellular containership *Ever Given* ran aground whilst transiting the Suez Canal in a northbound convoy leaving the canal completely blocked, delaying both north and southbound vessels and prompting authorities to open an older channel in order to reduce the inevitable delays.

The 199,692 dwt containership, which has a carrying capacity of 20,000 TEU, was on a voyage from China to Northern Europe. She was reported to have suffered electrical failure shortly before the prior to drifting across the waterway and coming to rest almost perpendicular to the canal. The vessel has an overall length of just under 400 metres, roughly the width of the channel.

Numerous tugs were immediately deployed to the site and various attempts were made to pull the huge vessel free but so far these have been unsuccessful. The *Ever Given* is being held at both her stern and bow and there will be some concern regarding the potential for the loaded vessel to sag with possibility of her suffering structural failure amidships. If tug power and dredging operations are insufficient to free the vessel, the next steps will be fuel removal and cargo lightering.

The *Ever Given* is on time charter to Evergreen Marine Corporation. A spokesman for the company advised that the shipowner had indicated the containership was caught by a strong gust of wind which pushed her into the embankment. Containerships, with their large cargo stacks, can be particularly susceptible to wind. She is reportedly the largest vessel to have become stuck on the canal. An investigation into the grounding is already underway.

According to data provided by the Suez Canal Authority in 2020 the waterway was used by nearly 19,000 vessels, with an average of over 51 vessels a day passing through and there is growing concern regarding the potential delays to an already overstretched global supply chain caused by the Coronavirus pandemic. The alternative to the canal for shipping to the Mediterranean and Europe is the 5,000 nm route around the Horn of Africa which potentially adds 14 days to a voyage. A significant backlog of vessels has already built up.



NEW CASUALTIES



La Dolce Vita ▣

Yacht, No other details

Date of Casualty 16 March 2021 - Late Notification

Type of Casualty Caught fire and sank whilst off Marquesas in Florida, USA. The six people on board were rescued.

Type of Claim Total loss claim

Miss Dorothy ▣

Tug, Built 1956, 4,816 dwt

Date of Casualty 17 March 2021

Type of Casualty Suffered a serious fire whilst on the Mississippi River at Baton Rouge. Local fire-fighters attended.

Type of Claim Fire damage claim

Serdolik

General cargo vessel with container capacity, IMO 9555333, Built 2012, 5,026 dwt

Date of Casualty 17 March 2021

Voyage Hamburg, Germany to St. Petersburg, Russia

Cargo No details

Type of Casualty Allided with a pier of the old Southern lock on the Kiel Canal at Brunsbuttel, Germany.

Type of Claim Allision damage claim

P&I Standard Club

Orange Victoria ▣

Combined chemical and oil tanker, IMO 9803364, Built 2019, 77,000 dwt

Date of Casualty 18 March 2021



Further casualties overleaf ▶

Voyage Singapore to Sikkar, India

Cargo No details

Type of Casualty Suspected as being involved in a collision with an unnamed fishing vessel off Kochi port, India. Local authorities are investigating.

Type of Claim Possible collision claim

P&I Britannia

Empery

LPG carrier, IMO 9744910, Built 2016, 16,925 dwt

Date of Casualty 18 March 2021

Voyage Houston, USA to Coatzacoalcos, Mexico

Cargo 4,000 m/t of ethane

Type of Casualty Broke loose from her moorings at Coatzacoalcos port, Mexico where she was offloading cargo. Some ethane gas was released. Tugs brought the vessel under control.



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NEW CASUALTIES - Continued - edition (417)

Type of Claim Possible cargo loss and salvage claim

P&I North of England

CSCL Star/Hanseatic Inspiration

CSCL Star - Fully cellular containership, IMO 9466867, Built 2011, 155,470 dwt

Hanseatic Inspiration - Passenger cruise ship, IMO 9817145, Built 2019, 15,651 gt

Date of Casualty 18 March 2021

Voyage Hamburg, Germany to Rotterdam, Netherlands

Cargo General containerised cargo

Type of Casualty As the *CSCL Star* was departing Hamburg she struck the research vessel which was berthed in the port. The *CSCL Star* was able to proceed.

Type of Claim Collision claim

P&I North of England / UK Club



Kemet Star

Bulk carrier, IMO 9154282, Built 1999, 17,033 dwt

Date of Casualty 18 March 2021

Voyage Abu Zenima, Egypt to Derince, Turkey

Cargo Silica sand

Type of Casualty Ran aground off the western coast of Bozcaada Island at the southern entrance of the Canakkale Strait. Coastal Safety tugs responded. The vessel was refloated by tugs on 20 March 2021 under the terms of a Turkish Open Form salvage contract. She was then anchored for inspection.

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

P&I Thomas Miller Speciality

Kambos Blue

Yacht, IMO 8660648, Built 2007,

Date of Casualty 18 March 2021

Type of Casualty Caught fire whilst at a shipyard in Perama, Greece. Local fire-fighters attended.

Type of Claim Fire damage and possible salvage claim

Michelangelo

Tanker, IMO 9267443, Built 2002, 2,996 dwt

Date of Casualty 19 March 2021

Voyage Stein, Netherlands to Ludwigshafen am Rhein, Germany

Cargo No details

Type of Casualty Ran aground whilst transiting the Rhine near Dusseldorf.

The vessel was refloated by the local fire brigade.

Type of Claim Possible salvage claim

Jess

Self-propelled barge, Built 1959, 1,265 ts

Date of Casualty 19 March 2021

Voyage Deventer to Rotterdam, Netherlands

Cargo In ballast

Type of Casualty Allided with Oude IJsselbridge near Zutphen, Netherlands tearing the wheelhouse roof off the barge.

Type of Claim Allision damage claim



Koraal

General cargo vessel with container capacity, IMO 8415201, Built 1985, 2,270 dwt

Date of Casualty 20 March 2021

Voyage Elefsis, Greece to Rasa, Croatia

Cargo No details

Type of Casualty Ran aground off Cape Ubac, Koromacno Bay, Croatia. The vessel was refloated shortly afterwards and proceeded into Rasa where surveys were undertaken.


Type of Claim Possible hull damage claim

Penang Bridge

Fully cellular containership, IMO 9470753, Built 2009, 21,927 dwt

Date of Casualty 21 March 2021

Voyage Yokohama to Shimizu, Japan

Access all our previous casualty newsletters here 

Cargo General containerised cargo

Type of Casualty Allided with a berth on arrival at the port of Shimizu.

Type of Claim Allision damage claim

P&I Britannia

Kola/Ark Royal

Kola - Russian Navy Bunkering tanker, IMO 6720004, Built 1967, 6,302 dwt

Ark Royal - Bulk carrier, IMO 9219446, Built 2000, 46,644 dwt

Date of Casualty 23 March 2021

Voyage Port Sudan, Sudan to unknown destination / Dalian, China to Suez, Egypt

Cargo No details

Type of Casualty The vessels were in collision in the Gulf of Suez. The *Ark Royal* struck the tanker in the stern.

Type of Claim Possible collision claim

P&I No details / West of England

Budi Mulia 66

General cargo vessel, IMO 8664321, Built 2001, 1,247 gt

Date of Casualty 23 March 2021


Type of Casualty Caught fire whilst at the PT Delta Oriental Kapaus shipyard in Kalimantan Barat, Indonesia.

Type of Claim Fire damage claim

P&I Biro Klasifikasi Indonesia


CASUALTY FOLLOW-UP



Golden Ray  - editions 337, 338, 339, 340, 341, 342, 343, 344, 346, 348, 352, 355, 358, 360, 361, 362, 364, 366, 369, 370, 374, 376, 380, 381, 383, 390, 394, 396, 398, 399, 400, 401, 405, 406, 413, 414, 415 & 416 - on 17 March 2021 salvors successfully removed Section Two of the hull from the grounding site. Tugs *Crosby Star*, *Caitlin* and *Kurt Crosby* provided assistance to the barge *Julie B* which will take the section to a recycling facility in Louisiana, USA.

Sukran C - editions 401 & 408 - the vessel, which has been renamed *Gudena*, remains in Tuzla where repairs to the fire damaged electrical system continue.

Fortune - edition 416 - the vessel completed its discharge operations at Zonguldak and, after permission was granted by the Harbour Master, the vessel was towed to Tuzla for repairs by the tug *Ayazbey*. A Coastal Safety tug also escorted the vessel.

American Challenger  - edition 416 - the vessel remains aground at Dillon Beach with officials focussing now on addressing the long-term pollution threat and additional environmental concerns from the wreck.

