

Roose + Partners

LOF Round-Up - 2018

We are pleased to provide this Supplement to the Roose+Partners' Casualty Newsletter which provides details of all the Lloyd's Open Form Salvage Contracts (LOFs) agreed and/or reported to Lloyd's Salvage Arbitration Branch (Lloyd's) throughout the course of 2018. For the most part the list relates to casualties which took place in 2018 but there are also two LOFs which have been reported to Lloyd's this year relating to salvage services provided in 2016 and 2017 which were previously unknown. The two cases are listed separately. The 2016 case is a claim for SCOPIC remuneration following the loss of a ferry which was under tow in the East China Sea when it sank in on 29 October 2016.

Throughout the course of 2018 there have been 54 LOF contracts agreed and/or reported to Lloyd's, although as noted above two of these were signed in previous years. In real terms therefore there have been 52 LOFs agreed for casualties occurring in 2018. The figure is down from the 64 LOF contracts reported in 2017 (65 including the newly advised LOF) and slightly up from the 49 reported contracts in 2016 (50 including the newly advised LOF). From an industry perspective the reduction in figures will be disappointing but not entirely unexpected with salvors continuing to be 'encouraged' to offer salvage services under other commercial contracts which provide a clearer more defined reward mechanism and greater certainty for underwriters.

Analysis of the figures shows that 12 of the LOF contracts involved services to bulk carriers, compared to 22 in 2017 and 21 in 2016, so there is a notable reduction in casualties involving bulk carriers. Only one of the bulk carriers was in ballast, with four other cargo vessels not carrying cargo. Of the 52 Lloyd's Open Form contracts actually signed in 2018, nine involved non-cargo vessels (four services to yachts, two services to drilling platforms and one each to a dredger, tug with barge and fishing vessel) and two involved passenger and vehicle ferries. 36 of the LOFs involved shipped cargo.

Tankers and general cargo vessels are in second and third place for the next biggest vessel category receiving LOF assistance, with 10 and nine salvage contracts respectively. All but one of the tankers were all in load and two of the general cargo vessels were in ballast. The tanker LOFs involved four groundings, three fires, two mechanical failures with one experiencing water ingress. Containerships were involved in seven LOFs, cement carriers in two and one vehicle carrier received LOF salvage assistance. At least two other non-tankers were also carrying fuel products.

Almost all of the casualties have been reported on in the Casualty Newsletter, albeit that there are some where there has been a news blackout. We can only report what we read and hear but we are grateful to all those who contribute and enable us to produce the weekly reports. Overall there have been 27 groundings, 12 engine breakdowns which is significantly down on last year's figure of 26, six fires (one resulting from a collision - see *Sanchi*) and seven cases involving water ingress (one resulting from a collision - see

CSL Virginia) or a loss of stability, up on the two incidents from last year's figures. There are two services for which no details have been provided to Lloyd's. The SCOPIC clause was invoked in 11 cases with all of those vessels being loaded with cargo.

Since beginning our yearly LOF Round-Up and analysis, we have received numerous comments regarding the 'inappropriate' use of the LOF salvage contract where there have been engine breakdowns. There has been a certain degree of frustration with underwriters believing that towage services to disabled vessels should not be considered as salvage where they are basically hook-up-and-tow operations. News of the reduction of LOF services involving breakdowns will, I am sure, be welcome news to some, but it is too simplistic to consider towage services as not being worthy of salvage remuneration. Not all breakdowns occur in wide open seas with no immediate physical dangers facing the vessels. There may be some instances where the use of the LOF Salvage contract is appropriate, even if it is not the preferred option, for example where there is serious weather, risk of collision in crowded seas or the vessel is drifting towards land. Where there is no obvious physical threat, then this should always be reflected in the award and the expectations of salvors. It should be borne in mind of course that the biggest category for LOF salvage services this year are groundings, some of which resulted from the vessels suffering breakdowns in the first instance.

Finally an analysis of the 52 LOF salvage contracts agreed in 2018 shows that nine of the LOFs relate to salvage services performed by 'occasional' salvors with the remaining being performed by companies with a commitment to providing salvage assistance and who are recognised as investing in craft, personnel and equipment to benefit the shipping industry. There is a notable change in that many of the professional salvors are now combining their resources and acting as joint salvors.

LATE NOTIFICATIONS FOR 2016 AND 2017

Mykonos Jet

Passenger ferry, IMO 9192935, Built 2000, 598 dwt

Date of Casualty 29 October 2016

Date reported to Lloyd's 16 January 2018

Type of Casualty The ferry was being towed by the tug *Symphony 14* to Greece for repairs from Mokpo in South Korea. Whilst in the East China Sea during stormy weather the ferry began to trim by the stern, suggesting possible water ingress. With increased tension on the tow line the tug master ordered the release of the tow. Zhoushan Kamiji Marine Agency Ltd were allegedly contracted under LOF with SCOPIC invoked by the ferry's operators. Tug *Dong Hai Jiu 112* was dispatched to provide assistance but the vessel sank before her arrival. A SCOPIC claim, which has been assigned to other salvors, remains.

Type of Claim LOF salvage claim

Alcynoo

Yacht, 25 gt, No other details

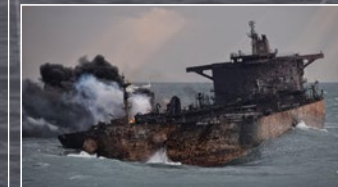
Date of Casualty 25 October 2017 - Late Notification

Date reported to Lloyd's 26 January 2018

Type of Casualty Grounded near Marine Gouvia, Corfu. The vessel was refloated and towed to safety by the tug *Dias* owned by Kerkyra Shipping Company.

Type of Claim LOF salvage claim

LOFS SIGNED IN 2018



Sanchi/CF Crystal

Sanchi - Crude oil tanker, IMO 9356608, Built 2008, 164,154 dwt

CF Crystal - Bulk carrier, IMO 9497050, Built 2011, 75,725 dwt

Date of Casualty 6 January 2018

Voyage Kharg Island, Iran to Daesan, South Korea / Kalama, USA to Guandong, China

Cargo 136,000 m³ of crude oil / 64,000 m³ of grain

Type of Casualty The vessels were in collision in the East China sea, east of the Yangtze River estuary and some 160 miles from Shanghai. Shanghai Salvage were contracted to assist the *Sanchi* on LOF terms with SCOPIC invoked. The collision caused a huge explosion and fire to erupt on board the *Sanchi* and led to the loss of her 32 crew members. The fire damaged tanker sank on 14 January 2018.

Type of Claim Collision damage and loss of life claims, LOF salvage (SCOPIC) and clean-up operations.

P&I Steamship Mutual / Skuld

Adam I

Bulk carrier, IMO 9469508, Built 2010, 79,775 dwt

Date of Casualty 12 January 2018

Voyage Origin unknown to China

Cargo Coal

Type of Casualty Suffered an engine breakdown off Indonesia and was towed to Kaohsiung. Smit Singapore Pte Limited assisted.

Type of Claim LOF salvage claim

P&I North of England

EKO 2

Ro-ro oil products tanker, IMO 9393955, Built 2009, 2,454 dwt

Date of Casualty 16 January 2018

Voyage Lesbos for Chios, Greece

Cargo Oil products

Type of Casualty Grounded off Psara, Northwest of Chios in the Aegean Sea. The vessel was refloated on the same day by the tug *Michalis S* under an LOF Salvage contract with Five Oceans Salvage.

Type of Claim Possible hull damage and LOF salvage claim

P&I North of England



Genessa

Crude oil tanker, IMO 9183647, Built 2000, 46,168 dwt

Date of Casualty 17 January 2018

Voyage At Kandla port Anchorage

Cargo 30,000 m³ of high-speed diesel fuel

Type of Casualty Suffered a major fire whilst at Kandla port. The fire on board the tanker was finally extinguished after 28 hours of firefighting. Resolve Salvage were appointed under an LOF salvage contract to provide assistance to the vessel.

Type of Claim Fire damage and crew injury claims, LOF salvage claim

P&I American Club

Mytilene

Passenger ro-ro, IMO 7332672, Built 1973, 2,323 dwt

Date of Casualty 18 January 2018

Type of Casualty The vessel which was in lay-up in Piraeus broke free of her mooring lines during poor weather and began drifting off Elefsis Roads, colliding with other vessels. Aegean Tugs, Vernicos-Karapiperis-Lyboussakis Towage & Salvage, provided assistance and re-secured the unmanned vessel.

Type of Claim LOF salvage claim

Further casualties overleaf

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LOF Round-Up - 2018 - Continued



Diana S

General cargo vessel, IMO 9370082, Built 2007, 13,450 dwt

Date of Casualty 21 January 2018

Voyage Gibraltar to Haifa, Israel

Cargo Steel coils

Type of Casualty Disabled in Haifa Bay during storms. After rescue services were unable to connect a line to the disabled general cargo vessel, the *Diana* ran aground off the coast of Haifa. Owners contracted with T&T Salvage on LOF terms to refloat the vessel.

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

P&I Standard Club

Sea Bay

Product tanker, IMO 9439539, Built 2009, 108,760 dwt

Date of Casualty 9 February 2018

Voyage Hound Point Terminal, UK to Antwerp, Belgium

Cargo Crude oil

Type of Casualty Grounded following a blackout 8 km off the coast of Zeebrugge near the Scheur Channel. URS Belgie NV and Multiraship Salvage BV dispatched tugs to assist in refloating the vessel on the next high tide. The vessel was given permission to proceed but was taken to Zeebrugge for additional inspection. Roose+Partners were appointed for cargo interests.

Type of Claim LOF salvage claim

P&I Skuld

Skylark

General cargo vessel, IMO 7416040, Built 1976, 1,608 dwt

Date of Casualty 10 February 2018

Voyage Libya, Misrata, to Tuzla, Turkey

Cargo In ballast

Type of Casualty Suffered mechanical failure in Kissamos Bay. The vessel was reported to have lost an anchor and was drifting toward rocks during adverse weather. The Spanopoulos Group of Greece were contracted to assist and the vessel was towed to the port of Kissamos, Greece under an LOF salvage contract.

Type of Claim LOF salvage claim

Delfi

Oil products tanker, IMO 8866266, Built 1977, 1,634 dwt

Date of Casualty 13 February 2018

Voyage Russia, Ukraine to Moldova

Cargo Diesel

Type of Casualty Suffered water ingress into her engine room during poor weather 16 nm off Constantza in the Black Sea. The crew were unable to control the water ingress. Emergency assistance was dispatched and the tanker was towed into Constantza. Salvage services were subsequently agreed to have been provided under an LOF Salvage contract by Grup Servicii Petroliere SA.

Type of Claim LOF salvage claim and possible General Average declaration

Glovis Spring

Vehicle carrier, IMO 9749594, Built 2016, 19,638 dwt

Date of Casualty 15 February 2018

Voyage Singapore to Hong Kong

Cargo Vehicles

Type of Casualty Ran aground off Paracel Islands in the South China sea. Ardent Maritime Netherlands BV and Guangzhou Salvage were contracted to save the vessel under an LOF contract. The vessel was refloated and arrived in Hong Kong on 5 March 2018.

Type of Claim Possible hull damage and LOF salvage claim

P&I Steamship Mutual

Panamax Alexander

Bulk carrier, IMO 9233492, Built 2001, 74,247 dwt

Date of Casualty 28 February 2018

Voyage Sept Iles, Canada to Ghent, Belgium

Cargo 70,250 m/t of iron ore pellets

Type of Casualty Suffered an engine breakdown 490 miles southwest of Ireland. With the weather deteriorating the tug *Scandi Iceman* was contracted to tow the vessel to a port of refuge. Tsavlis Russ (World Wide Salvage & Towing) Ltd were contracted on LOF terms

Type of Claim LOF salvage claim

P&I Britannia

St Elias

Bulk carrier, IMO 9138692, Built 1997, 24,110 dwt

Date of Casualty 2 March 2018

Voyage New Amsterdam, Guyana to Dneprobudskiy, Ukraine

Cargo Bauxite

Type of Casualty The vessel was immobilized in the Atlantic due to main engine failure. Tug *VB Hispania* towed the vessel to Algeciras. Five Oceans Salvage were contracted on LOF terms.

Type of Claim LOF salvage claim

P&I American Club

Maersk Honam

Fully cellular containership, IMO 9784271, Built 2017, 162,051

Date of Casualty 6 March 2018

Voyage Singapore to Suez and Europe

Cargo General containerised cargo

Type of Casualty A major fire erupted on board the ultra large containership whilst the vessel was in the Arabian Sea travelling on a westbound voyage from Singapore to

Suez, and beyond. The vessel was carrying containers bound for ports in Malta, Italy, Spain and France. Smit Singapore Pte Ltd and Ardent Maritime Netherlands B.V. provided salvage assistance to the vessel as joint LOF salvors. After extinguishing the fire, the containership was finally taken to Jebel Ali where her sound and part damaged cargo was offloaded. Cargo in and above holds 1, 2 and 3 was completely destroyed and the vessel suffered major damage. Roose+Partners were appointed for part cargo interests.

Type of Claim Fire damage, LOF salvage claim and General Average declaration

P&I Standard Club



Epsilonogas

LPG tanker, IMO 9202039, Built 2000, 6,174 dwt

Date of Casualty 6 March 2018

Voyage Braefoot Point, UK to Antwerp, Belgium

Cargo LPG

Type of Casualty Grounded on the Wester Scheldt at Saefthinge. The vessel was refloated with tug assistance and towed to Antwerp. Services were provided under an LOF Salvage contract with URS Belgie NV/ Multiraship Salvage BV.

Type of Claim LOF salvage claim

P&I Steamship Mutual



Flourishever

Bulk carrier, IMO 9081112, Built 1995, 74,523 dwt

Date of Casualty 6 March 2018

Voyage Nantong to Coz, China

Cargo Agricultural products

Type of Casualty Grounded and suffered structural failure in the South China Sea off Shantou. Guangzhou Salvage were contracted on LOF terms with SCOPIC invoked.

Type of Claim LOF salvage claim

P&I West of England

Transforza

General cargo vessel, IMO 9199402, Built 2000, 4,275 dwt

Date of Casualty 20 March 2018

Voyage Pärnu, Estonia to Kaskinen, Finland

Further casualties overleaf 

Cargo Pulpwood

Type of Casualty Ran aground in the Gulf of Riga south of Kihnu island. Alfons Hakans and Smit Salvage BV were appointed as joint salvors under an LOF salvage contract. The vessel was refloated on 3 April 2018 after part of her cargo was lightered into barges.

Type of Claim LOF salvage claim and General Average declaration

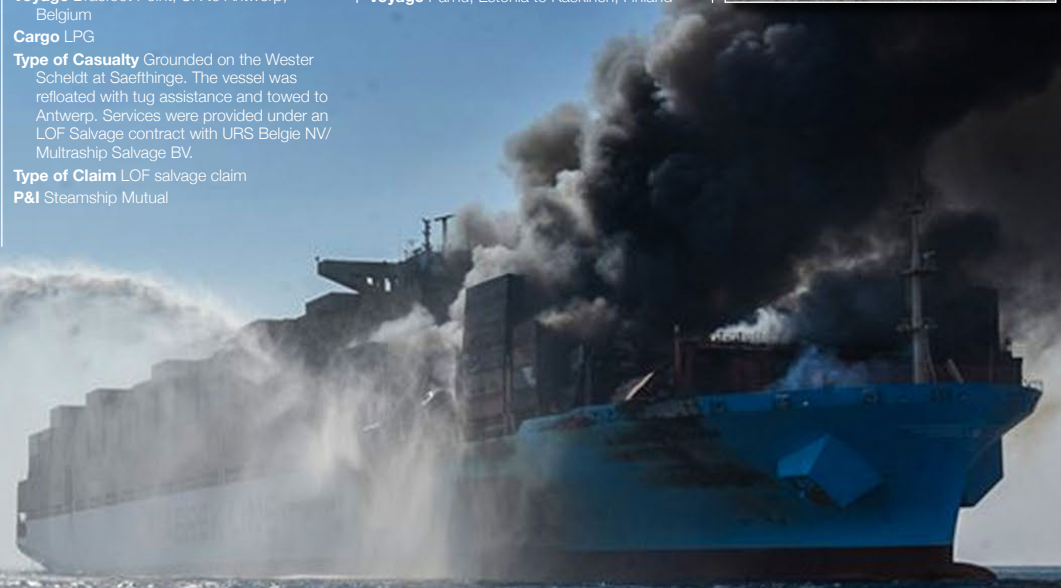
P&I Skuld

Peppino Bottiglieri

Bulk carrier, IMO 9477854, Built 2009, 93,251 dwt

Date of Casualty 23 March 2018

Voyage San Lorenzo and Bahia Blanca,



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LOF Round-Up - 2018 - Continued

Argentina to Cai Mep, Vietnam
Cargo 74,305 m/t of soya beans and corn
Type of Casualty Grounded at Bahia Blanca, Argentina. Tsaviris Salvage (International) Ltd were contracted to refloat the vessel under an LOF salvage contract.

Type of Claim LOF salvage claim
P&I UK Club



SBI Jaguar

Bulk carrier, IMO 9700055, Built 2014, 63,514 dwt

Date of Casualty 28 March 2018

Voyage Antwerp, Belgium to Mobile and Houston, USA

Cargo 41,196 m/t of finished steel products

Type of Casualty Ran aground on the Western Scheldt off Perkpolder between Antwerp and Vissingen. Tugs refloated the vessel. Multirash, Kotug Smit & Resolve Salvage were appointed as joint salvors under an LOF salvage contract.

Type of Claim Possible hull damage and LOF salvage claim

P&I Steamship Mutual



Virginia Trader

Fully cellular containership, IMO 9344552, Built 2006, 34,348 dwt

Date of Casualty 9 April 2018

Voyage Guatemala to Honduras

Cargo General containerised cargo

Type of Casualty Grounded off Puerto Barrios, Guatemala. Salvage services under LOF 2011 were provided by Smit Salvage Americas.

Type of Claim LOF salvage claim

P&I Skuld

Glory Pacific No.1

Fishing vessel, IMO 9732656, Built 2015, 998 dwt

Date of Casualty 6 May 2018

Type of Casualty Grounded at Tami Island, Papua New Guinea. Salvage assistance was provided on LOF terms by Pacific Towing (PNG) Ltd.

Type of Claim LOF salvage claim

Nave Photon

Crude oil tanker, IMO 9371608, Built 2008, 297,395 dwt

Date of Casualty 10 May 2018

Voyage Galveston, USA to Singapore

Cargo Crude oil

Type of Casualty Suffered an engine breakdown in the Indian Ocean. Tsaviris Salvage International Ltd were contracted on LOF terms to assist the disabled vessel.

Type of Claim LOF salvage claim

Alkyon

Bulk carrier, IMO 9655224, Built 2015, 36,056 dwt

Date of Casualty 16 May 2018

Voyage Panama City, Florida, USA to Tyne, UK

Cargo 27,698 m/t of wood pellets

Type of Casualty Under tow to the port of Norfolk, USA due to main engine problems. Tsaviris Russ (World Wide Salvage and Towing) Ltd were contracted on LOF terms to assist the disabled vessel.

Type of Claim LOF salvage claim

P&I UK Club



Raysut II

Cement carrier, IMO 8317332, 1984, 17,722 dwt

Date of Casualty 26 May 2018 - Late Notification

Voyage Salalah to Muscat, Oman

Cargo 6,750 m/t of powdered cement

Type of Casualty Grounded at Fazayah Beach, 18 miles west of port of Salalah. On 2 June 2018 Smit Salvage BV were contracted on LOF terms with SCOPIC invoked. Owners later declared the cement carrier at constructive total loss.

Type of Claim LOF salvage claim

Teras Lyza

Drill platform, IMO 9738480, Built 2016, 2,705 dwt

Date of Casualty 6 June 2018

Voyage Vung Tau, Vietnam to Taichung, Taiwan

Type of Casualty Suffered a loss of stability and capsized whilst under tow of the Teras Eden (IMO 9664330) in the South China Sea approximately 300 nm from Manila Bay. Resolve Salvage & Fire (Americas) Inc were contracted on LOF terms to assist the rig.

Type of Claim Damage and LOF salvage claim



Nu Shi Nalini

Product tanker, IMO 9619608, Built 2012, 16,705 dwt

Date of Casualty 13 June 2018

Voyage Mundra, India to Colombo, Sri Lanka

Cargo Naphtha

Type of Casualty The vessel suffered an explosion and subsequent fire in her engine room whilst anchored 14.5 miles southwest of Kochi, where she had called to carry out repairs. The Indian Navy and the Coast Guard launched a rescue operation. One crew member suffered serious burns and was evacuated by helicopter but later died in hospital. Resolve Salvage & Fire (India) were contracted on LOF terms. Although the fire was brought under control, the vessel was left with no power. The vessel remains anchored off the Kochi coast with her cargo of 2,800 m/t of naphtha. The tug *Shiva* is in attendance as a guard ship. LOTS Shipping, the company now appointed by the owners, are planning operations to offload the cargo and then tow the vessel to Colombo, Sri Lanka.

Type of Claim Fire damage and LOF salvage claim

SSL Kolkata

Fully cellular containership, IMO 9346574, Built 2007, 13,784 dwt

Date of Casualty 13 June 2018

Voyage Krishnapatnam to Kolkata, India



Further casualties overleaf

Cargo General containerised cargo

Type of Casualty Suffered an explosion in one of the 464 containers on board whilst near the Sandheads, an anchorage which services the ports of Kolkata and Haldia, in the Bay of Bengal. A serious fire ensued with most of the cargo reported as damaged. All 22 crew members were evacuated from the vessel by the Indian Coast Guard. Smit Singapore Pte Ltd were contracted on LOF terms with SCOPIC invoked to provide salvage assistance. A team of Indian Marine Commandos were winched on board to assess the casualties condition and later three crew members boarded to release the vessel's anchor in order to prevent her from drifting towards the International Maritime Boundary Line (IMBL) with Bangladesh. Steps were taken to try to restart the vessel's engine but this was interrupted by four strong explosions on deck. They abandoned their plans and left the vessel which had some 200 m/t of fuel oil on board. The LOF contract was later terminated.

Type of Claim Fire damage claim and LOF SCOPIC salvage claim

P&I North of England

Harrow

Bulk carrier, IMO 9304215, Built 2005, 76,752 dwt

Date of Casualty 20 June 2018

Voyage Ponta da Madeira, Brazil to Terneuzen, Netherlands

Cargo Iron ore

Type of Casualty Grounded on the Wester Scheldt near Ritthem. The vessel was refloated with the assistance of tugs from URS and Multirash. Click [here](#) for video.

Type of Claim LOF salvage claim

P&I Gard



Thorco Lineage

General cargo vessel, IMO 9673197, Built 2014, 16,949 dwt

Date of Casualty 24 June 2018

Voyage Baltimore USA to Hobart, Australia

Cargo 20,000 m/t of powdered zinc



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LOF Round-Up - 2018 - Continued

Type of Casualty Ran aground on off Raoroa Atoll in French Polynesia after reportedly suffered engine problems. Smit Singapore Pte Ltd and The Nippon Salvage Co Ltd were appointed as joint salvors under an LOF salvage contract. The vessel was refloated on 27 June 2018 by the French Navy vessel *Bouganville*. She was towed away from the coast but the tow line parted when the vessel was 1.5 miles from land. The vessel was left drifting parallel to the atoll. The tug *Aito Nui* arrived at the casualty's location on 29 June 2018 and was able to secure a line to the vessel. The vessel was taken to Papeete and moored at the tanker pier in Motu Uta on 3 July 2018.

Type of Claim Possible hull damage, LOF salvage claim and possible General Average declaration

P&I Standard Club

Sam Lion

Bulk carrier, IMO 9620164, Built 2012, 52,700 dwt

Date of Casualty 3 July 2018

Voyage Nemrut, Turkey to Dakar, Senegal

Cargo 40,050 m³ of cement clinker

Type of Casualty Grounded off Santa Catalina Island near Ceuta, Spain. The vessel was refloated with the assistance of the tugs *Salvamar Atria* and *Luz del Mar* from Salvamento Marítimo and towed into the port of Ceuta. Five Oceans Salvage were initially contracted on LOF terms to assist the damaged vessel post the refloating but the contract was later terminated by the owners. Cargo was transferred to the *Sam Hawk* and taken to destination. General Average was declared and Blue Seas Adjusters Ltd were appointed as General Average Adjusters.

Type of Claim Limited LOF salvage claim and General Average declaration

P&I Steamship Mutual



Priscilla ▣

General cargo vessel, IMO 9411745, Built 2009, 3,200 dwt

Date of Casualty 18 July 2018

Voyage Klaipeda, Lithuania to Silloth, UK

Cargo 3,300 m³ of fertiliser

Type of Casualty Ran aground at Pentland Skerries. The vessel was successfully refloated at 2100 hours on 25 July 2018 after some 1,350 m³ of cargo and 28 m³ of oil was discharged. She was then towed to Scapa Flow in Orkney for a damage assessment which confirmed the vessel had suffered only minor damage with no impact on her structural integrity. Multitrash Salvage, Ardent Maritime Netherlands and Wagenborg Sloopdienst BV were joint salvors under an LOF salvage contract which was terminated on 27 July 2018.

Type of Claim Possible hull damage and LOF salvage claim

Audrey II

Yacht, No other details

Date of Casualty 1 August 2018

Type of Casualty Grounded on a reef north-west of Bonifacio, Corsica. The vessel, which was suffering from water ingress, was refloated and escorted to Propriano, Corsica. LOF salvors were Les Sauveteurs En Mer.

Type of Claim Hull damage and LOF salvage claim

Grace

Yacht, No other details

Date of Casualty 3 August 2018

Type of Casualty Immobilised whilst proceeding to Naxos, Greece. Spanopoulos Consortium Tugs assisted under the terms of an LOF salvage contract. The vessel was initially placed under arrest for failure to provide salvage security.

Type of Claim LOF salvage claim

Karadeniz 5

General cargo vessel, IMO 7816513, Built 1981, 1,875 dwt

Date of Casualty 15 August 2018

Voyage Constantza, Romania to Mamara, Turkey

Cargo In ballast

Type of Casualty The vessel suffered an explosion and fire whilst off Krapets, Bulgaria. One crew member is reported to have died. The vessel was subsequently towed to Varna. Navigation Maritime Bulgare were appointed under an LOF Salvage contract.

Type of Claim Fire damage, LOF claim and loss of life claims

P&I Lodestar Marine

Tug and barge

Full details not to be disclosed

Date of Casualty 23 August 2018

Type of Casualty Grounded off the coast of Mombassa, Kenya. LOF salvage services were provided by professional salvors. The vessels were successfully refloated on 26 August 2018.

Type of Claim LOF salvage claim

Wan Hai 502 ▣

Fully cellular containership, IMO 9294850, Built 2005, 52,146 dwt

Date of Casualty 31 August 2018

Voyage Singapore to Jakarta, Indonesia

Cargo General containerised cargo

Type of Casualty Grounded in the Karimata Strait in the Java Sea, Smit Singapore Pte Ltd were contracted on LOF terms to salvage



the vessel. She was refloated after part of her cargo was lightered. Roose+Partners are appointed to represent part cargo on board the vessel. General Average was also declared with Richard Hogg Lindley appointed as General Average Adjusters.

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

P&I Britannia



AS Fortuna ▣

Fully cellular containership, IMO 9428322, Built 2009, 19,175 dwt

Date of Casualty 13 September 2018

Voyage Guayaquil, Ecuador to Callao, Peru and US ports

Cargo General containerised cargo

Type of Casualty The vessel ran aground off Guayaquil after reportedly suffering a blackout. Salvage services under an LOF Salvage contract were rendered by T&T Salvage and the vessel was finally refloated on 29 September 2018. Prior to T&T Salvage being appointed other attempts to refloat her had been taken. Some hull damage and water ingress was noted which may have been caused during the initial refloating attempts. General Average was also declared with Gronginger Welke Janssen appointed as General Average Adjusters.

Type of Claim Hull damage, cargo loss, LOF salvage claim and General Average declaration.

P&I UK Club

Lady Jane

Super yacht, Built 2010, 111 gt

Date of Casualty 26 August 2018

Type of Casualty No details but possible engine breakdown. Salvage services were provided by Rederij Noordgat BV in the Netherlands.

Type of Claim LOF salvage claim

Dredger

Full details not to be disclosed

Date of Casualty 2 October 2018

Type of Casualty Salvage services were provided by professional salvors after the

Further casualties overleaf ▣

vessel suffered flooding off the coast of Malaysia.

Type of Claim LOF salvage claim

Ibrahim Konan

General cargo vessel, IMO 9306328, Built 2006, 8,107 dwt

Date of Casualty 5 October 2018

Voyage No details

Cargo 2,592 m³ of refuse-derived fuel

Type of Casualty Alexander G. Tsaviris & Sons Maritime Company provided assistance to the vessel under an LOF contract after the vessel suffered an engine failure 45 miles from Kefalonia Island in the Ionian Sea. The vessel was towed to Gulluk in Turkey.

Type of Claim LOF salvage claim

P&I Standard Club



CSL Virginia/Ulysse ▣▣

CSL Virginia - Fully cellular containership, IMO 9289568, Built 2005, 66,444 dwt

Ulysse - Passenger ro-ro, IMO 9142459, Built 1997, 5,250 dwt

Date of Casualty 7 October 2018

Voyage Genoa, Italy to / Genoa, Italy to Tunis, Tunisia

Cargo In ballast / n/a

Type of Casualty *CSL Virginia* was struck by the passenger ro-ro *Ulysse* in the Mediterranean off the northern coast of Corsica. Conditions at the time very fine and calm with good visibility. Tsaviris Salvage International Ltd were contracted on LOF terms to assist the containership. After her bunkers were removed she was taken to Yalova for repairs. The vessel, now renamed *Virgin Star*, departed the Besiktas Shipyard on 23 December 2018 bound for Alang breakers.

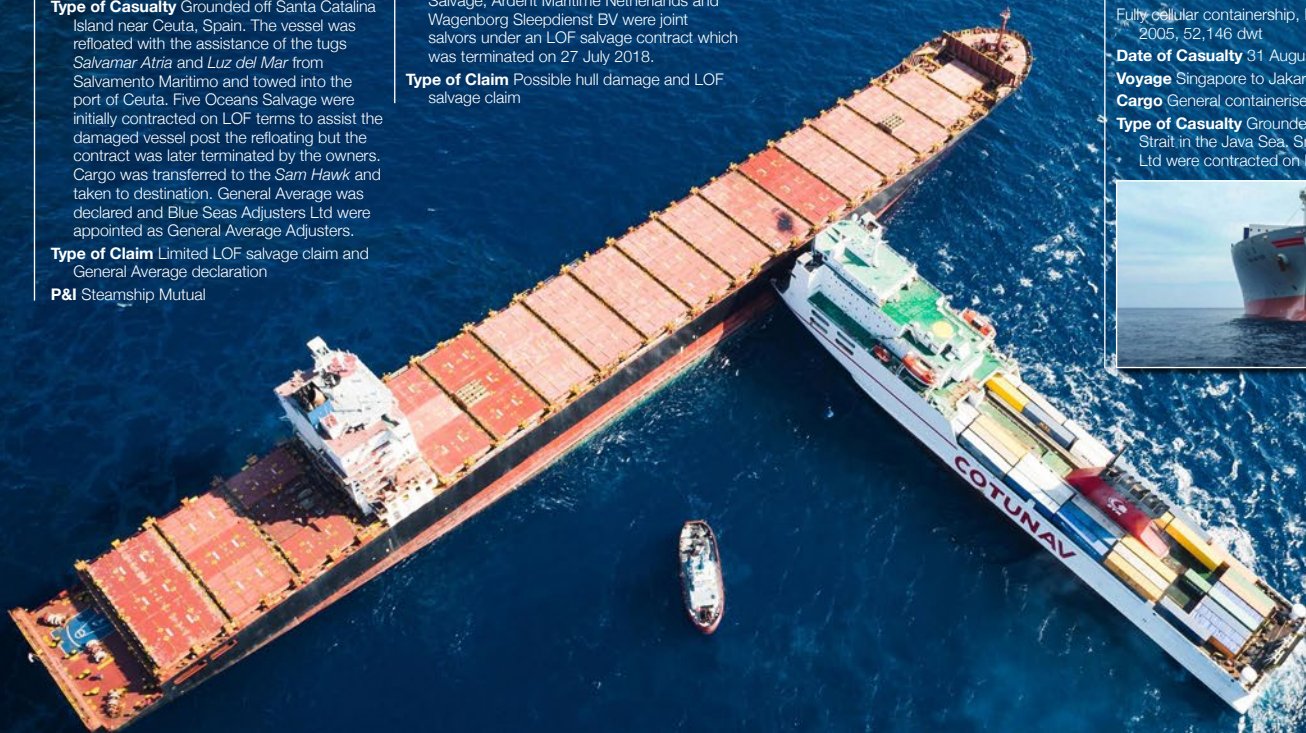
Type of Claim Collision damage, LOF salvage claim and clean-up operations

P&I Britannia / UK Club

Nilä

General cargo vessel, IMO 8230314, Built 1973, 3,197 dwt

Date of Casualty 9 October 2018



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Voyage Azov, Russia to Giresun, Turkey

Cargo 4,000 m/t of coal

Type of Casualty Suffered water ingress whilst anchored off the port of Kavkaz in the sea of Azov. Marine Rescue Service responded on speculation and initially the Master refused assistance. After a deterioration in the weather, several of the crew abandoned the vessel and the Master agreed to assistance under an LOF Salvage contract. The salvors patched several holes in the hull and dewatered the vessel. She remains in Kavkaz.

Type of Claim LOF salvage claim

Titan

Bulk carrier, IMO 9558907, Built 2009, dwt

Date of LOF contract 12 October 2018

Voyage New Tuticorin, India to unknown destination

Cargo In ballast

Type of Casualty Engine breakdown north of Mauritius. Five Oceans Salvage SA were contracted on LOF terms to assist the vessel which was towed into Port Louis.

Type of Claim LOF salvage claim

P&I UK Club

Filyoz

Combined chemical and oil tanker, IMO 9407213, Built 2010, 5,701 dwt

Date of Casualty 21 October 2018

Voyage La Plata, Argentina to Concepción, Uruguay

Cargo 3,799 m/t of hydrocarbon derivatives

Type of Casualty Ran aground on the Uruguay river south of Cambacia Island. T&T Salvage were contracted to refloat the vessel under an LOF Salvage contract.

Type of Claim Possible hull damage and LOF salvage claim

P&I American Club



Nearchos

Passenger ro-ro, IMO 6727193, Built 1968, 544 dwt

Date of Casualty 27 October 2018

Type of Casualty Ran aground near the island of Santorini off the islet of Nea Kameni in the Aegean Sea. The 1968 ferry with five trucks of cargo on board, including aviation fuel, was en route from Mykonos to Thira. Weather conditions were good. The Med Tugs consortium were contracted to remove the vessel's bunkers and refloat the ferry under an LOF Salvage contract. The Med Tugs consortium consists of Vernicos Tugs & Salvage, the Spanopoulos Group, Lybousseakis Towage & Salvage and Karapiperis Towage & Salvage. The ferry was successfully refloated by salvors on 11 November 2018.

Type of Claim Hull damage and LOF salvage claim

P&I Lodestar Marine

Fjordvik

Cement carrier, IMO 7423249, Built 1975, 4,081 dwt

Date of Casualty 3 November 2018

Voyage Aalborg, Denmark to Helguvik, Iceland

Cargo Cement

Type of Casualty Ran aground on a breakwater whilst approaching the port of Helguvik in Iceland and subsequently suffered a hull breach. Ardent Maritime

Netherlands BV was contracted under an LOF Salvage contract. They removed the bunkers and after refloating the vessel she was towed into Hafnarfjörður on 13 November 2018 by the tugs *Jötunn* and *Magni*. She entered drydock on 15 November 2018 for temporary repairs.

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

P&I Standard Club

Vantage Key

Bulk carrier, IMO 9293870, Built 2004, 29,870 dwt

Date of Casualty 14 November 2018

Voyage Port Said Roads, Egypt to Mongla, Bangladesh

Cargo Bagged urea

Type of Casualty Disabled 300nm west of Sri Lanka. Smit Singapore Pte Ltd were contracted under a Lloyd's Open Form Salvage contract to assist the vessel. She was taken in tow by the tug *Capricorn* to Galle where salvage services were terminated on 23 November 2018. General Average was declared by the vessel owners who arranged for the vessel to be towed to destination. Roose+Partners are appointed for cargo interests.

Type of Claim LOF salvage claim and General Average declaration

P&I Gard



Sea Jaguar

Yacht, Built 1999, 172 gt

Date of Casualty 24 November 2018

Type of Casualty Assisted under an LOF contract by Alpha Logistics Services (EPZ) Limited in Mombasa, Kenya. Possible breakdown.

Type of Claim LOF salvage claim

Drill platform

Full details not to be disclosed

Date of Casualty December 2018

Type of Casualty Loss of stability. Assisted by professional salvors.

Type of Claim LOF salvage claim

Thea II

Fully cellular containership, IMO 9107394, Built 1995, 3,950 dwt

Date of Casualty 15 December 2018

Voyage Ijmuiden, Netherlands to Hull, UK

Cargo General containerised cargo

Type of Casualty Suffered a blackout and grounded off the East Yorkshire coast at the Binks off Spurn Point. After initially refusing assistance, the vessel was eventually tugs *Irishman* and *Yeoman*. In an operation not without incident, one of the attending tugs *Svitzer Josephine*, grounded during the operation and the *Yeoman* suffered a blackout whilst towing the *Thea* to the Humber deep water anchorage. She was replaced by the tug *Pullman*. The *Thea II* was towed to the Hull King George Docks on 17 December 2018. Salvage services were rendered on LOF terms by SMS Towage Ltd. The containership was towed for repairs at Emden Werft & Doek GmbH, Emden 26 December 2018 by the tug *En Avant 10*.

EFI Theo

Bulk carrier, IMO 9145982, Built 1997, 45,423 dwt

Date of Casualty 17 November 2018

Voyage Tema, Ghana to Warri, Nigeria

Cargo 16,000 m/t of wheat

Type of Casualty The *EFI Theo* ran aground in Escravos, Nigeria after colliding with the motor boat *Arvika*. The *EFI Theo*'s hull has suffered some damage but there is no indication of any damage to cargo. Five Oceans Salvage were contracted to assist the vessel on LOF terms. The vessel was refloated at 0215 hours on 19 December 2018. Local tugs assisted in the refloating operation.

Type of Claim LOF salvage claim

P&I North of England

Access all our previous casualty newsletters here 

Type of Claim LOF salvage claim

P&I Standard Club

Sibel D

General cargo vessel, IMO 9065194, Built 1992, 4,592 dwt

Date of Casualty 22 December 2018

Voyage Nafplion to Volos, Greece

Cargo 2,200 m/t of fertiliser

Type of Casualty Ran aground whilst departing Nafplion. The vessel was refloated on 23 December 2018 by the tug *Platytera*. She anchored for class survey and was cleared to depart. The salvage services were performed by Aegeon Pelagos Towage-Salvage Maritime Company under an LOF Salvage contract. Roose+Partners are appointed for cargo interests.

Type of Claim Hull damage and possible salvage claim

P&I Hanseatic

Atlantic Voyager

Product tanker, IMO 9464156, Built 2009, 12,807 dwt

Date of Casualty 31 December 2018

Voyage Walvis Bay Anchorage, Namibia to Khor Fakkan, UAE

Cargo In ballast

Type of Casualty Disabled 83 nm west of Lambert's Bay, South Africa. The salvage tug *SA Amandia* was mobilised from Durban to assist. Tsaviris Salvage (International) Ltd were contracted to assist under an LOF Salvage contract.

Type of Claim LOF salvage claim

P&I London Club