

Roose + Partners

LOF Round-Up for 2019

We are pleased to provide our annual Supplement to the Roose+Partners' Casualty Newsletter which provides a round-up of all the Lloyd's Open Form Salvage Contracts (LOFs) contracted throughout the course of 2019. The list relates to casualties which took place in 2019 but we also provide details of one LOF which was not included in the 2017 statistics and was only reported in November 2019 (we assume because the salvors required the appointment of an Arbitrator to protect the two year time limit in relation to the claim). The casualties are all listed below with full details, where available, of the incidents. We also include a summary table at the end.

In total, excluding any late notifications, there have been 43 LOF salvage contracts agreed during the course of 2019. The figure is down from the 52 LOF contracts reported in 2018 and the 66 LOF contracts reported in 2017 (which figure includes the newly advised LOF detailed in Late Notifications). From an industry perspective, it could be viewed as another disappointing year, particularly if you consider that eight of the LOF contracts relate to non-cargo vessels (a cable layer, a tug, a fishing vessel and five yachts) with potentially relatively limited values which limits the reward potential, however, many of the cases involving cargo vessels have been complex and lengthy and have involved extremely valuable property, the *Golden Ray* vehicle carrier perhaps being the best example.

One of the features in this year's figures is that 18 of the LOF contracts had the SCOPIC clause invoked, which in percentage terms represents 42% of the total LOFs contracted throughout the year. This is up on the 2018 figure, which saw 14 SCOPIC cases but in percentage terms represented only 27% of the LOFs. 31 of the LOFs involved shipped cargo. 14 of the SCOPIC cases involved cargo.

In 2018, 12 of the LOF contracts involved services to bulk carriers, a figure which was down from 2017's figure of 22 and which put that category of vessel in first place for vessels being the subject of LOF services. This year, 2019, only five of the LOFs involved bulk carriers, with two carrying metal products, two carrying cereals and one carrying coal. So once again there is a notable reduction in LOF casualties involving bulk carriers. Of those, four of the casualties arose as a result of mechanical failure of one kind or another, and one bulk carrier was recovered after her mooring lines parted.

General cargo vessels top the list for the number of LOFs with services being performed to 14, of which 11 were reported as carrying cargo, three were in ballast. Nine of the services to general cargo vessels resulted from groundings, with the remaining four being mechanical failures, one which led to a cargo shift, and one suffered water ingress. Eight of the general cargo cases had the SCOPIC clause invoked. Containerships were involved in five LOFs, with two notable ones being the fires on board the *Yantian Express* and the *APL Vancouver* and vehicle carriers/ro-ros accounted for three LOFs, one of which was the *Grande America* which sank. The *Golden Ray* and her cargo have also been declared a total loss.

Almost all of the casualties have been feature and/or reported in the Casualty Newsletter throughout the course of 2019 with the exception of those cases where no details have been advised to Lloyd's or reported generally. We are once again grateful to all those who contribute with information and enable us to produce the weekly reports! Overall there have been 15 groundings, ten mechanical failures, seven fires, three vessels suffering water ingress, two missile strikes, two vessels coming

free from their moorings, with the *APL Mexico City* being the most notable of those in December when she demolished a port crane.

Last year we commented on the frustrations of underwriters that LOF was being used inappropriately for certain types of casualty, particularly those requiring towage type services. We reiterate the point that it is too simplistic to look at all towage services under LOF as being inappropriate, because you have to consider the physical threats facing vessels and whether such mechanical failures were likely to result in vessels running aground. This year's figures show a clear trend away from long towages under LOF. The increase in the use of the SCOPIC clause demonstrates that in many instances the salvaged property was of low value and/or the perceived or anticipated dangers were high enough that salvors were having to address the real possibility of receiving no reward for their services unless they opted for the safety net which SCOPIC provides.

Finally an analysis of 2019's 43 LOF salvage contracts shows that five of the LOFs relate to salvage services performed by 'occasional' salvors with the remainder being performed by professional salvage companies with a history of investing in salvage craft and equipment. However it should be noted that LOF Arbitrators are increasingly looking at investment history to ensure that salvage companies are able to demonstrate continuing investment and are not simply not relying on a reputation of investment which they carried out in the past. In other words salvors need to demonstrate they are continuing to spend some of their LOF reward monies on more craft and equipment which may be beneficial for future services. This year Dutch salvors come out on top with 14 LOFs but if you add in their associated companies and joint LOFs with other salvors they have had an involvement with 50% of the LOFs.

LOFs CONTRACTED THROUGHOUT 2019

Yantian Express ▣

Fully cellular containership, IMO 9229831, Built 2002, 100,003 dwt

Date of Casualty 3 January 2019

Voyage to Colombo, Sri Lanka to New York and other ports in the US and Canada

Cargo General containerised cargo

Type of Casualty Fire broke out in containers stowed forward on deck whilst 860 miles northeast of Bermuda. Smit Salvage were contracted to provide assistance under an LOF salvage contract. Their tug, the *Smit Nicobar* was close to the casualty and provided fire-fighting assistance. The vessel was towed to Freeport in the Bahamas where the fire damaged cargo was off-loaded after the salvage services had been terminated.

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

P&I Britannia

Atlantic Peach ▣

Fully cellular containership, IMO 9508299, Built 2009, 12,015 dwt

Date of Casualty 3 January 2019

Voyage Tripoli, Libya to Piraeus, Greece

Cargo General containerised cargo

Type of Casualty Ran aground at the



Further casualties overleaf ▣

breakwater of Tripoli sea port. The crew were evacuated. T&T Salvage were contracted on LOF terms with SCOPIC invoked.

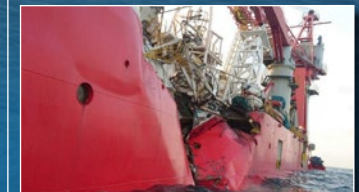
Type of Claim Hull damage and LOF salvage and SCOPIC claim

P&I Japan Shipowners

Antea/Star Centurion ▣

Antea – Chemical tanker, IMO 9250153, Built 2002, 40,094 dwt

Star Centurion – Cable layer, IMO 9241712, Built 2002, 13,360 dwt



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LOF Round-Up - 2019 - Continued

Date of Casualty 13 January 2019

Voyage Singapore to Ambon, Indonesia / n/a

Cargo No details

Type of Casualty The vessels were in collision at the eastern end of the Singapore Strait near Tanjung Berakit, Indonesia some 10 nm north of Bintan Island, part of the Riau Islands. Click [here](#) for the track. The *Star Centurion*, which had been anchored in the in the Horsburgh OPL zone since early January 2019, took on a heavy list and threatened to capsize. PT Samudera Mbiantu Sesami and Smit Salvage Pte Ltd were contracted on LOF terms with SCOPIC invoked.

Type of Claim Collision damage and LOF salvage and SCOPIC claim

P&I Gard / Shipowners Club



Sea Frontier

Product tanker, IMO 8911126, Built 1989, 5,516 dwt

Date of Casualty 30 January 2019

Voyage Singapore to Tanjung Penyusop, Malaysia

Cargo Marine gas oil

Type of Casualty Struck rocks and partially sank 2nm from Tanjung Penyusop. The crew were evacuated from the vessel. Singapore Salvage Engineers Pte Ltd were contracted on LOF terms with SCOPIC invoked.

Type of Claim Hull damage and LOF salvage and SCOPIC claim



APL Vancouver

Fully cellular containership, IMO 9597472, Built 2013, 115,060 dwt

Date of Casualty 31 January 2019

Voyage Chinese ports, Hong Kong to Singapore

Cargo General containerised cargo

Type of Casualty Fire erupted in containers stowed hold no. 7 whilst the vessel was proceeding to Singapore. The fire breached the hatch cover and ignited cargo stowed on the deck above hold no. 7. Ardent Salvage were contracted on LOF terms. The fire was extinguished and the vessel was taken to Singapore where both sound and fire affected cargo was discharged. Salvage services were completed on 9 March 2019.

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

P&I North of England

Oguz Sofuoglu

General cargo vessel, IMO 8420672, Built 1985, 4,262 dwt

Date of Casualty 24 January 2019. Reported to Lloyds on 1 February 2019

Voyage No details

Cargo 3,971.925 m³ of copper concentrate in bags

Type of Casualty Alabanda, Deniz Tasimaciligi ve Ticaret Ltd were contracted on LOF terms. We do not have details of this casualty.

Type of Claim LOF salvage claim

P&I Standard Club

Peak Bilbao

General cargo vessel, IMO 9545027, Built 2011, dwt

Date of Casualty 7 February 2019

Voyage Rotterdam, Netherlands to Bilbao, Spain

Cargo 3,600 m³ of Norwegian coal

Type of Casualty The general cargo vessel *Peak Bilbao* suffered water ingress whilst transiting the English Channel north of the island of Guernsey in the early hours of 7 February 2019 which left her disabled and requiring towage assistance. Les Abeilles International were contracted on LOF terms with SCOPIC invoked. Their tug, the *Abelle Liberté*, towed the *Peak Bilbao* into the port of Cherbourg, arriving at 2200 hours. The vessel was then assisted to a berth by the port tug *Cherbourg 1*.

Type of Claim LOF salvage and SCOPIC claim

P&I Gard



Manisa Kristin

General cargo vessel with container capacity, IMO 9190212, Built 2000, 9,103 dwt

Date of Casualty 22 January 2019

Voyage Huelva, Spain to Gabes, Tunisia

Cargo 8,615 m³ of iron silicate

Type of Casualty Suffered engine failure whilst in Annaba port. Entreprise Portuaire de Annaba, Algeria were contracted to provide assistance on LOF terms. The vessel finally sailed from Algeria on 18 March 2019.

Type of Claim LOF salvage claim and possible

General Average declaration

P&I Gard

La Creole II

Fishing vessel, Built 2015

Date of Casualty 21 February 2019

Type of Casualty Multirash Salvage BV

were contracted on LOF terms to assist the fishing vessel which suffered problems whilst berthed in Lowestoft, UK.

Type of Claim LOF salvage claim with SCOPIC invoked



Efe Murat

General cargo vessel, IMO 7431131, Built 1977, 5,786 dwt

Date of Casualty 23 February 2019

Voyage Ortona, Italy to Aliaga, Turkey

Cargo In ballast

Type of Casualty The *Efe Murat* was sailing southbound bound for the port of Aliaga in Turkey having just offloaded cargo at Ortona, Italy when she encountered heavy weather and was pushed by strong winds into the shallow waters off Bari. The Master of the vessel had reportedly sought permission to enter the port of Bari in order to seek shelter from the storm but later chose to continue the voyage. The unloaded vessel finally grounded on breakwater of Pane e Pomodoro beach at Bari resting with her starboard side resting against the stones. Click [here](#), [here](#) & [here](#) for video. Greek salvors, Megatugs were contracted under an LOF salvage contract with SCOPIC invoked, to save the vessel. Their salvage tug

Pantokrator arrived on site on 26 February 2019, having been dispatched from Piraeus, Greece. The vessel was refloated and taken into Bari. In April 2019 she was towed to Aliaga for recycling.

Type of Claim Possible hull damage and LOF salvage and SCOPIC claim

Bruffjell

General cargo vessel with container capacity, IMO 9115925, Built 1995, 4,372 dwt

Date of Casualty 8 March 2019

Voyage Eemshaven to Moerdijk, Netherlands

Cargo In ballast

Type of Casualty Disabled between Terschelling and the German Bight during poor weather. The vessel was assisted by the tug *Guardian* to Eemshaven where two other tugs took over and berthed the vessel in the Juliana Port. The assistance was rendered by Multirash Salvage BV under an LOF Salvage contract.

Type of Claim LOF salvage claim

P&I Gard

Grande America

Ro-ro cargo ship, IMO 9130937, Built 1997, 27,965 dwt

Date of Casualty 10 March 2019

Voyage Hamburg, Germany to Casablanca, Morocco

Cargo Vehicles and containers

Type of Casualty The vessel was abandoned by her crew on 10 March 2019 after a fire erupted in a container stowed on the deck of the vessel and spread to other containers. Ardent Maritime Netherlands BV were contracted on LOF terms with SCOPIC invoked. The *Grande America* sank at 1526 hours on 10 March 2019 at a water depth of 4,600 metres some 140 miles south west of Brest, France.

Type of Claim Total loss claim and LOF SCOPIC claim

P&I North of England

Further casualties overleaf

Agios Nikolaos

Tug, IMO 7229473, Built 1972, 217 dwt

Date of Casualty 4 April 2019

Type of Casualty The vessel, which had some 20 m³ of fuel oil and three tons of lubricating oil on board, experienced water ingress into her engine room close to the southern entrance of the port of Gaios, Paxos Island, Greece. Consortium Spanopoulos Salvage Tugs provided assistance under an LOF salvage contract. The tug *Christos XXXIV* towed the vessel into Gaios.

Type of Claim LOF salvage claim

P&I Loderstar

Overblue 52

Motor yacht, No other details

Date of Casualty 20 April 2019

Type of Casualty Consortium Spanopoulos Salvage Tugs provided assistance under an LOF salvage contract to the yacht which had run aground. The vessel was patched, dewatered, refloated and subsequently towed into Corfu port.

Type of Claim LOF salvage claim

Grande Europa

Vehicle carrier, IMO 9138381, Built 1998, 18,461 dwt

Date of Casualty 15 May 2019

Voyage Salerno, Italy to Valencia, Spain

Cargo 1,687 vehicles, cars, vans and excavators and 49 containers containing mostly food products

Type of Casualty The *Grande Europa* caught fire whilst 25 miles from the coast of Majorca. 14 crew were been evacuated whilst others remained to fight the fire. She was towed into Palma, Majorca on 16 May 2019 by the tug *Marta Mata* after the fire had been brought under control. Ardent Maritime Netherlands BV were contracted on LOF terms with SCOPIC invoked to assist the vessel and complete fire-fighting operations..

Type of Claim Fire damage and LOF salvage and SCOPIC claim

P&I Standard Club

A. Michel

Bunkering tanker, IMO 9177674, Built 1998, 6,711 dwt

Date of Casualty 12 May 2019

Voyage No details

Cargo 1,653mt of HFO and 945mt of low sulphur MGO

Type of Casualty The *A. Michel* was one of four commercial vessels which were



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LOF Round-Up - 2019 - Continued

damaged at the Fujairah anchorage in the Gulf of Oman on 12 May 2019. The vessel was holed and suffered flooding to her engine room. The other affected vessels were *Andrea Victory* (Combined chemical and oil tanker, IMO 9288849), *Al Marzoqah* (Product tanker IMO 9165762) and *Amjad* (Crude oil tanker, IMO 9779800). Tsaviris Salvage were contracted to assist the vessel under a Lloyd's Open Form salvage contract with SCOPIIC invoked.

Type of Claim Hull damage, LOF salvage and SCOPIIC claim

Achilles II

Bulk carrier, IMO 9269001, Built 2004, 75,785 dwt

Date of Casualty 12 May 2019

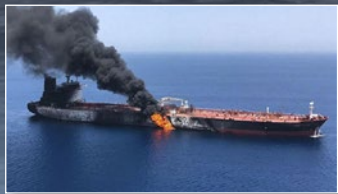
Voyage New Orleans, USA to Alexandria, Egypt

Cargo 63,000 m³ soft red winter wheat in bulk

Type of Casualty Tsaviris Russ (World Wide Salvage and Towing) Ltd were contracted on LOF terms to assist the bulk carrier which sustained a main engine breakdown off the Bahamas. The vessel was towed to Freeport, Bahamas.

Type of Claim LOF salvage claim and possible General Average declaration

P&I London Club



Front Altair/Kokuka Courageous

Front Altair – Product tanker, IMO 9745902, Built 2016, 111,038 dwt

Kokuka Courageous – Product tanker, IMO 9568495, Built 2010, 27,000 dwt

Date of Casualty 13 June 2019

Voyage Ruwais, UAE to Kaohsiung, Taiwan/Jubail, Saudi Arabia to Singapore and Thailand

Cargo Naphtha / Methanol

Type of Casualty The tankers *Front Altair* and *Kokuka Courageous* were both attacked and struck by objects/missiles whilst transiting the Gulf of Oman early in the morning of 13 June 2019. The tanker *Front Altair* was at the southern end of the Strait of Hormuz in international waters when she was hit. She had a crew of 23 on board and was carrying 75,000 m³ of naphtha. A large explosion and serious fire followed engulfing the starboard side where the 'missile' struck. Smit Salvage BV were contracted to provide assistance to both tankers. The assistance to the *Front Altair* was on LOF terms.

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

P&I Gard / Japan Shipowners

Bonita

General cargo vessel, IMO 8609931, Built 1987, 1,469 dwt

Date of Casualty 16 June 2019

Voyage Amsterdam, Netherlands to Hållekis, Sweden

Cargo Animal feed

Type of Casualty Grounded on a rocky inlet



in the Vänern Lake at Stensjär in the Lurö archipelago, Sweden. The helmsman was reported to have fallen asleep. Ardent Maritime Netherlands BV have been contracted to salvage the vessel on LOF terms with SCOPIIC invoked. Work was undertaken to pump off the vessel's bunkers before refloating efforts could begin as divers found the fuel tanks were in contact with the seabed. The vessel was refloated on 25 June 2019 after cargo lightering and de-ballasting operations. She was towed to Hållekis, Sweden.

Type of Claim Hull damage and LOF salvage and SCOPIIC claim

P&I Noord Nederlandsche



Fast Sam

General cargo vessel with container capacity, IMO 9085455, Built 1994, 3,204 dwt

Date of Casualty 20 June 2019

Voyage Antwerp, Belgium to Næstved, Denmark

Cargo 3080 m³ of silica

Type of Casualty Ran aground on the Wester Scheldt. The vessel was refloated with tug assistance and berthed in Flushing the following day for investigations. Multitrap Salvage BV were contracted on LOF terms.

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

P&I Standard Club

Genius Star VIII

General cargo vessel, IMO 9379868, Built 2007, 12,005 dwt

Date of Casualty 30 June 2019

Voyage Tianjingang, China to Semarang, Indonesia

Cargo Rails

Type of Casualty Grounding, Samudera, Nippon Salvage Co Ltd and Smit Offshore Projects Pte Ltd were contracted on LOF terms to assist the vessel.

Type of Claim LOF salvage claim

P&I Britannia

C Rock

Combined chemical and oil tanker, IMO 9333668, Built 2005, 5,850 dwt

Date of Casualty 5 July 2019

Voyage Fujairah, UAE to Berbera, Somalia

Cargo 4200 m³ of gasoline

Type of Casualty Suffered main engine problems 110 nm north east of Muscat, Oman. Tsaviris Salvage were contracted on LOF terms. The tug *Resolve Monarch* was mobilised to the casualty and a towline was established on 6 July 2019. The vessel was then towed to the Muscat. Awaiting Anchorage. Salvage services were terminated on 8th July 2019 at 1600 hours local time.

Type of Claim LOF salvage claim

P&I London Club

Bellatrix

Yacht, No other details

Date of Casualty 7 July 2019

Type of Casualty Grounding, Kerkyra Shipping Company were appointed on LOF terms

Type of Claim LOF salvage claim

Bow Diamond

General cargo vessel with container capacity, IMO 9210323, Built 2001, 7,644 dwt

Date of Casualty 19 July 2019

Voyage China to Europe

Cargo General containerised cargo

Type of Casualty Encountered heavy weather in the Gulf of Aden and some container lashings broke. Containers, including some carrying explosives, began to smash against each other and break causing TNT to be spilled into No. 1 hold. The vessel sought refuge in Ain Sukhna, Egypt. Five Oceans Salvage were contracted on commercial terms to assist but due to the difficulties with the operation a LOF Salvage contract was subsequently agreed. A salvage team including 11 hazmat/explosives experts were mobilized. Containers were offloaded and inspected, certain cargo was restowed into other containers. Salvors then worked to clean-up the spillage from inside the hold and boxes (explosive waste).

Type of Claim LOF salvage claim and General Average declaration

P&I Skuld



Golden Ray

Vehicle carrier, IMO 9775816, Built 2017, 20,995 dwt 2017

Date of Casualty 8 September 2019

Voyage Brunswick to Baltimore, USA

Cargo 4,151 vehicles

Type of Casualty In the early hours of 8 September 2019 the vehicle carrier *Golden Ray* suffered a loss of stability and capsized as she was departing the port of Brunswick, Georgia, USA. The two year old vessel had arrived from Jacksonville, Florida in the evening of 7 September 2019 and completed cargo operations at 2300 hours. She left her berth shortly after midnight on 8 September 2019 under the control of a local pilot and was bound to Baltimore. After being underway for 23 minutes, and as she was proceeding in St. Simon Sound, she is reported to have suddenly stopped. She developed a severe almost 90° list to port, eventually ending up on her side. Smoke and flames were later seen coming from the vessel. The weather at the time was clear with calm seas. The Coast Guard

Further casualties overleaf

and local agencies immediately deployed rescue craft to the area. Tugs were tasked with towing the vessel close to the shore to prevent her from sinking. Most of the 23 crew were initially rescued from the vessel. Three were later rescued after holes were cut in the hull of the vessel. Donjon-Smit LLC were contracted on LOF terms with SCOPIIC invoked. Click [here](#) for video and [here](#).

Type of Claim Total loss, SCOPIIC claim and wreck removal operations.

P&I North of England

Three Stars

Bulk carrier, IMO 9283655, Built 2005, 74,759 dwt

Date of Casualty 8 August 2019. Reported to Lloyd's on 9 September 2019

Voyage No details

Cargo Indonesian steam coal

Type of Casualty Engine breakdown. Vernicos Tugs and Salvage were appointed on LOF terms.

Type of Claim LOF salvage claim

Leading Lady

Yacht, No other details

Date of Casualty 29th August 2019. Reported 9 September 2019

Type of Casualty Kypriotis Gerasimos and Kypriotis Dionyssios were appointed on LOF terms. We do not have details of the casualty.

Type of Claim LOF salvage claim



Habib Express

Fully cellular containership, IMO 9196230, Built 1999, 2,780 dwt

Date of Casualty 12 September 2019 – Very late notification

Voyage Miami, USA to Puerto de Haina, Dominican Republic

Cargo General containerised cargo

Type of Casualty Grounded off the island of Alto Velo southwest of La Beata on the southern coast of the Dominican Republic. The vessel remains aground. T&T Salvage



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LOF Round-Up - 2019 - Continued

have been contracted to provide salvage services under a Lloyd's Open Form salvage contract with SCOPIC invoked.

Type of Claim Possible hull damage, LOF salvage and SCOPIC claim



Rhodanus ▣

General cargo vessel with container capacity, IMO 9173173, Built 1998, 2,953 dwt

Date of Casualty 13 October 2019

Voyage Taranto, Italy to Saint Pont Louis de Rhone, France

Cargo 2,600 m/t of steel coils

Type of Casualty In the early hours of 13 October 2019 the *Rhodanus* ran aground near Bonifacio on the southern coast of the island of Corsica. Smit Salvage BV were contracted under an LOF Salvage Contract with SCOPIC invoked. The vessel was refloated on 18 October 2019 after 38 m/t of fuel had been pumped from the vessel to shore tankers. Tugs pulled the vessel free and after completion of surveys she was towed by the tug *VB Fos* to Fos-sur-Mer. The French emergency tug *Abeille Flandre* was also deployed as an escort tug.

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

P&I Noord Nederlandsche

Hoyu

Chemical tanker, IMO 9511105, Built 2009, 8,925 dwt

Date of Casualty 7 November 2019

Voyage Singapore to Jasaan, Philippines and Japan

Cargo Chemicals

Type of Casualty Caught fire 9.7 miles northeast from Pedra Branca near the Horsburgh Lighthouse in the Eastern Singapore Strait. Salvage assistance has been contracted on LOF salvage terms with Nippon Salvage Co Ltd & Smit Land Marine Engineering (Far East) Pte Ltd engaged. Tugs *Boka Alpine* and *KST Success* together with a 15 strong fire-fighting/salvage team were deployed. Once the fire had been brought under control and following an assessment and the situation deemed to be safe the vessel was towed by the *Boka Alpine* to Singapore arriving on 12 November 2019.

Type of Claim LOF salvage claim

P&I Japan Shipowners

Blue Star ▣

Combined chemical and oil tanker, IMO 9527764, Built 2011, 9,438 dwt

Date of Casualty 22 November 2019

Voyage Bilbao to Ferrol, Spain

Cargo In ballast

Type of Casualty The 2011 built tanker had been anchored at the Ares anchorage which is situated just north of La Coruña, Spain



and was proceeding to the Repsol Terminal in La Coruña's inner harbour to load cargo when a fire broke out reportedly in exhaust pipes in the engine room at 1130 hours on 22 November 2019. The crew were forced to evacuate the engine room which was sealed and flooded with CO₂. The *Blue Star* suffered a loss of power as a result of the fire and began drifting towards the rocky coast under the influence of a five metre swell and strong westerly winds caused by the passing storm Cecilia. She grounded near the Ares estuary between the beaches of Barosa and A Canteira, in the area of Punta Miranda. Smit Salvage BV were contracted to save the vessel under the terms of a Lloyd's Open Form of Salvage agreement with SCOPIC invoked. The tug *Unión Princess* was deployed to the grounding site. Although the vessel was free of cargo she had 45 tons of fuel oil and 60 tons of diesel on board. She was refloated by the tugs *Unión Princess* and *Boka Pegasus* at 1420 hours on 10 December after water levels were higher than expected. The vessel was taken to Ria de Ares and was later towed to the outer port of Ferrol for survey.

Type of Claim Hull damage, LOF salvage and SCOPIC claim

P&I Steamship Mutual

Lullaby II

Motor yacht, Built 1982

Date of Casualty 6 September 2019

Type of Casualty Immobilised following an engine room fire.

Type of Claim LOF salvage claim

Argentina

Yacht, No other details

Date of Casualty 15 August 2019. Reported to Lloyd's on 2 December 2019

Type of Casualty Kyriotis Gerasimos and

Kyriotis Diomoussios Co-Ownership were contracted on LOF terms. We do not have details of the casualty.

Type of Claim LOF salvage claim

Chris GR

Bulk carrier, IMO 9284506, Built 2005, 55,715 dwt

Date of Casualty 3 December 2019

Voyage Santos, Brazil to Shimizu, Honshu & Tagonoura, Japan

Cargo 51,400 m/t of Brazilian Yellow Maize

Type of Casualty The vessel was immobilised in bad weather due to main engine problems off Luzon, Philippines. Tsaviris Tsaviris (International) Ltd were contracted to assist the vessel under an LOF salvage contract. Tugs Salvage Champion and Salvage Worker were mobilised from Kaohsiung, Taiwan and will tow the vessel to Hong Kong.

Type of Claim LOF salvage claim

P&I Swedish Club

New Leo ▣

General cargo vessel with container capacity, IMO 9113044, Built 1997, 5,600 dwt

Date of Casualty 4 December 2019

Voyage Eleusis, Greece to Gemlik, Turkey



Cargo Steel coils

Type of Casualty Suffered engine failure between Lesvos and Skyros during poor weather. The cargo of steel began to shift under the influence of the rolling vessel and the crew requested emergency evacuation. They were airlifted by two helicopters. On 5 December 2019 the Megatugs' tug *Pantokrator* arrived at the location west of Lesvos, Greece. After waiting for a suitable weather window, a towage connection to the *Pantokrator* was established. The vessel was taken to a place of safety south of Antipsara and Psara Island where the services by Megatugs terminated on 6 December 2019. An LOF salvage agreement was agreed with Medtugs but they were unable to assist until the vessel was taken to Antipsara.

Type of Claim LOF salvage and SCOPIC claim
P&I Skuld

APL Mexico City

Fully cellular containership, IMO 9632210, Built 2014, 115,024 dwt

Date of Casualty 9 December 2019

Voyage Antwerp, Belgium to Qingdao, China

Cargo General containerised cargo

Type of Casualty Multirash Salvage BV and URS Belgie NV were contracted on LOF terms when the *APL Mexico City* broke free from her moorings in Antwerp and, after drifting across the harbour, was involved in a number of allisions with harbour installations including a shore crane which was destroyed. Click [here](#) for video.

Type of Claim Allision damage and LOF salvage claim

P&I North of England

Onozuru Maru

Bulk carrier, IMO 9398137, Built 2009, 207,973 dwt

Date of Casualty 10 December 2019

Voyage Rotterdam, Netherlands to Seven Islands, Canada

Cargo Iron ore

Type of Casualty Multirash Salvage BV and Boluda Towage Rotterdam BV were contracted on LOF terms when the vessel's mooring ropes parted at a berth in Rotterdam and tugs were required to bring the vessel back under control and moored safely.

Further casualties overleaf ▣

Type of Claim LOF salvage claim

P&I Japan Shipowners

Azurite ▣

Products tanker, IMO 9327011, Built 2008, 73,400 dwt 2008

Date of Casualty 12 December 2019

Voyage Antwerp, Belgium to Apapa-Lagos, Nigeria

Cargo Oil products

Type of Casualty Suffered engine failure whilst transiting the Western Scheldt close to Terneuzen, Netherlands. Five tugs were deployed and assisted in preventing the vessel from running aground under an LOF salvage contract with Multirash Salvage BV. The vessel was towed to Terneuzen and anchored to effect repairs whilst three tugs remained in attendance. She has since proceeded.

Type of Claim LOF salvage claim and possible General Average declaration

P&I Gard

Sea Mark

Reefer, IMO 8317423, Built 1984, 6,376 dwt

Date of Casualty 18 December 2019

Voyage General Santos, Philippines to Majuro to Majuro Atoll, Marshall Islands

Cargo Reefer cargo

Type of Casualty Caught fire whilst 180 nm east of Iwo Jima Island in the Pacific. The vessel was abandoned by her crew who were picked up by the tanker *Golden Aspirant* which diverted to assist. Nippon Salvage were contracted on LOF terms with SCOPIC invoked.

Type of Claim Total loss and LOF SCOPIC claim

P&I Skuld

CDRY Blue ▣

General cargo vessel, IMO 9504619, Built 2010, 7,580 dwt

Date of Casualty 21 December 2019



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Voyage Cagliari, Italy to Alicante, Spain

Cargo Coffee

Type of Casualty The general cargo vessel *CDRY Blue* ran aground late in the evening of 21 December 2019 off the coast of Sardinia after trying to seek shelter during poor weather. Smit Salvage BV were contracted on LOF terms with SCOPIC invoked. Weather conditions have hampered the salvage operation and the vessel remains aground. Focus is on firstly removing the bunkers. The vessel has already suffered serious damage.

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

Edelweiss

Bulk carrier, IMO 9283980, Built 2004, 73,624 dwt

Date of Casualty 23 December 2019

Voyage Taboneo, Indonesia to South Korean ports

Cargo 71,627 m/t of Indonesian Steam coal in bulk

Type of Casualty Ran aground about 180 nm off Taboneo. Tsaviris Salvage have been contracted to save the vessel and cargo under an LOF Salvage contract.

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

P&I North of England

Zelec Star

General cargo vessel, IMO 9379117, Built 2005, 4,500 dwt

Date of Casualty 26 December 2019

Voyage Vassilikio Bay, Cyprus to Ashdod, Israel

Cargo Cement

Type of Casualty T&T Salvage have been contracted on LOF terms with SCOPIC invoked to save the general cargo vessel, which dragged at anchor and ran aground on Oranim Beach, Ashdod on 26 December 2019. This is the first reported LOF contract of 2020 although for the purposes of our

analysis we include it in the 2019 figures as the contract was agreed in 2019.

Type of Claim Possible hull damage, LOF salvage and SCOPIC claim

P&I Hanseatic P&I



Trias/Raduga Europe

Trias – Barge, IMO 8606018, Built 1987, 9,100 dwt

Raduga Europe – Tug, IMO 8518168, Built 1986, 408 gt

Date of Casualty 31 December 2019

Voyage Gdynia, Poland to Hamina, Finland

Cargo The barge was in ballast

Type of Casualty The barge *Trias* was under tow of the tug *Raduga Europe* when the two line parted during poor weather. The barge collided with the tug and subsequently drifted aground near Ventspils, Latvia. Alfons Hakans Oy Ab were contracted to save the barge under an LOF 2011 salvage contract with SCOPIC invoked.

Type of Claim Hull damage, LOF salvage and SCOPIC claim

LATE NOTIFICATIONS FOR 2017

Theofilos

Passenger ro-ro, IMO , Built 1975, 12,862 gt

Date of Casualty 20 November 2017

Type of Casualty Aegean Tugs - Vernicos-Karapiperis-Lyboussakis Towage & Salvage were contracted on LOF terms after the vessel dragged at anchor and suffered a collision.

Type of Claim LOF salvage claim

No.	Date Notified	Name of Vessel	Type of Vessel	Loaded	Type of cargo	SCOPIC	Type of Casualty	Salvors
1	1/8/2019	Yantian Express	Containership	Yes	General containerised cargo	No	Fire	Smit Americas
2	1/11/2019	Atlantic Peach	Containership	Yes	General containerised cargo	Yes	Grounding	T&T Salvage Asia Pte Ltd
3	1/14/2019	Star Centurion	Cable layer	n/a	n/a	Yes	Collision	PT Samudera Mbiantu Sesami & Smit Salvage Pte Ltd
4	2/1/2019	Sea Frontier	Tanker	Yes	Pollutants - Marine gas oil	Yes	Grounding	Singapore Salvage Engineers Pte Ltd
5	2/1/2019	Oguz Sofuoglu	General cargo vessel	Yes	Metals - copper concentrate	No	Mechanical failure	Alabanda Deniz Tasimaciligi ve Ticaret Ltd
6	2/6/2018	Apl Vancouver	Containership	Yes	General containerised cargo	No	Fire	Ardent Netherlands BV
7	2/7/2019	Peak Bilbao	General cargo vessel	Yes	Coal	Yes	Water ingress	Les Abeilles
8	2/11/2019	Manisa Kristin	General cargo vessel	Yes	Silica	No	Mechanical failure	Entreprise Portuaire de Annaba, Algeria
9	2/22/2019	La Creole II	Fishing vessel	n/a	n/a	No	Water ingress	Multtrash Salvage BV
10	2/27/2019	Efi Murat	General cargo vessel	No	n/a	Yes	Grounding	Megatugs Salvage & Towage
11	3/11/2019	Brufjell	General cargo vessel	No	n/a	No	Mechanical failure	Multtrash Salvage BV
12	3/13/2019	Grande America	Vehicle carrier/Ro-Ro cargo	Yes	Vehicles and containerised cargo	Yes	Fire	Ardent Netherlands BV
13	4/24/2019	Agios Nikolaos	Tug	n/a	n/a	No	Water ingress	Consortium Spanopoulos Salvage Tugs
14	5/2/2019	Overblue 52	Yacht	n/a	n/a	No	Grounding	Consortium Spanopoulos Salvage Tugs
15	5/16/2019	A Michel	Tanker	Yes	Pollutants - Marine gas oil	Yes	Missile/sabotage	Tsaviris Salvage (International) Ltd
16	5/17/2019	Grande Europa	Vehicle carrier/Ro-Ro cargo	Yes	Vehicles and containerised cargo	Yes	Fire	Ardent Netherlands BV
17	5/21/2019	Achilles II	Bulk carrier	Yes	Cereals - Wheat	No	Mechanical failure	Tsaviris Russ
18	6/17/2019	Front Altair	Tanker	Yes	Naphtha	No	Missile/sabotage	Smit Salvage BV
19	6/19/2019	Bonita	General cargo vessel	Yes	Cereals - Animal feed	Yes	Grounding	Ardent Maritime Netherlands BV
20	6/26/2019	Fast Sam	General cargo vessel	Yes	Silica	No	Grounding	Multtrash Salvage BV
21	7/3/2019	Genius Star VIII	General cargo vessel	Yes	Metals - Rails	No	Grounding	Nippon Salvage Co Ltd and Smit Offshore Projects Pte Ltd
22	7/8/2019	Bellatrix	Yacht	n/a	n/a	No	Grounding	Karkyra Shipping Company
23	7/8/2019	C Rock	Tanker	Yes	Pollutants - Gasoline	No	Mechanical failure	Tsaviris Salvage
24	8/1/2019	Bow Diamond	Containership	Yes	General containerised cargo	Yes	Cargo shift	Five Oceans Salvage SA
25	9/9/2019	Three Stars	Bulk carrier	Yes	Coal	No	Mechanical failure	Vernicos Tugs and Salvage
26	9/9/2019	Golden Ray	Vehicle carrier/Ro-Ro cargo	Yes	Vehicles	Yes	Grounding	Donjon-Smit LLC
27	9/9/2019	Leading Lady	Yacht	n/a	n/a	No	Unknown	Kypriotis Gerasimos and Kypriotis Dionyssios
28	9/30/2019	Habib Express	General cargo vessel	Yes	General containerised cargo	Yes	Grounding	T&T Salvage
29	10/16/2019	Rhodanus	General cargo vessel	Yes	Metals - Steel coils	Yes	Grounding	Smit Salvage BV
30	11/8/2019	Hoyu	Tanker	Yes	Pollutants - chemicals	No	Fire	Nippon Salvage Co Ltd & Smit Salvage Pte Ltd
31	11/25/2019	Blue Star	General cargo vessel	No	In ballast	Yes	Grounding	Smit Salvage BV
32	11/29/2019	Lullaby II	Yacht	n/a	n/a	No	Disabled by fire	Megatugs Salvage & Towage
33	12/2/2019	Argentina	Yacht	n/a	n/a	No	Unknown	Kypriotis Gerasimos and Kypriotis Diomussios Co-Ownership
34	12/10/2019	Apl Mexico City	Containership	Yes	General containerised cargo	No	Broke free of moorings	Multtrash Salvage BV and URS Belgie NV
35	12/16/2019	Azurite	Tanker	Yes	Pollutants - oil products	No	Mechanical failure	Multtrash Salvage BV
36	12/16/2019	Chris GR	Bulk carrier	Yes	Cereals - Maize	No	Mechanical failure	Tsaviris Salvage (International) Ltd
37	12/16/2019	Opnozuru Maru	Bulk carrier	Yes	Metals - Iron ore	No	Broke free of moorings	Multtrash Salvage BV and Boluda Towage Rotterdam BV
38	12/18/2019	New Leo	General cargo vessel	Yes	Metals - Steel coils	No	Mechanical failure and cargo shift	Med Tugs Towage & Salvage
39	12/23/2019	Sea Mark	Reefer	Yes	Fish	Yes	Fire	The Nippon Salvage Company Ltd
40	12/23/2019	Cdry Blue	General cargo vessel	Yes	Cereals - Coffee	Yes	Grounding	Smit Salvage BV
41	1/2/2020	Zelec Star	General cargo vessel	Yes	Cement	Yes	Grounding	T&T Salvage
42	1/5/2020	Trias	Barge	No	n/a	Yes	Grounding	Alfons Hakans Oy Ab
43	1/7/2020	Edelweiss	Bulk carrier	Yes	Metals - Steel coils	No	Mechanical failure	Tsaviris Salvage

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