

# Roose + Partners

## Casualty Newsletter ⑥

24th April 2013

### FEATURED CASUALTY

## Norfolk Express

Fully cellular containership – Built 1995,  
45,240 dwt

**Date of Casualty** 18 April 2013

**Voyage** Ports in Mexico and East Coast  
USA

**Cargo** General containerised cargo

**Type of Casualty** Grounding

**Type of Claim** Possible general average  
declaration

As she was departing the port of Bremerhaven on a laden voyage for ports in Mexico and the East Coast USA, the *Norfolk Express* ran aground on a stone dam at the head of the Weser Estuary whilst she was reportedly proceeding at 19 knots. Local tugs were dispatched to the grounding site and the vessel was refloated in the later afternoon on the rising tide. The assistance was provided on commercial terms by Bugsier who operate port and salvage tugs on the German coast. Following the refloating the containership was towed back

to the port of Bremerhaven and safely berthed at Strom Quay where she has undergone a survey to assess the extent of the damage. The vessel was reported to have suffered significant damage to her bow, which is perhaps unsurprising given the grounding speed, and it is anticipated that she will undergo repairs at the Port. There is as yet no information as to whether the cargo can remain on board during the repairs or will need to be discharged but these factors are likely to affect any decision the owners of the vessel make as regards any General Average declaration. In the meantime local police have interviewed the crew and pilots to investigate the cause of the grounding and ascertain whether there was any technical failure. In the event General Average is declared, the question of technical failure will be of great interest to any parties considering resisting GA contributions.



### NEW CASUALTIES

#### Modulus 3

General cargo vessel – Built 2010,  
4,432 dwt

**Date of Casualty** 4 April 2013

**Voyage** Braila, Romania to Rotterdam,  
Netherlands

**Cargo** Rape

**Type of Casualty** Grounding in Bystroe  
Bar, Romania

**Type of Claim** Possible salvage claim  
and general average declaration



#### Kai Xin ▣

Fish Factory – Built 1990, 4,407 gt

**Date of Casualty** 16 April 2013

**Voyage** Off Antarctica

**Cargo** Fish

**Type of Casualty** Sinking following fire  
on board

**Type of Claim** Hull and cargo loss

#### Century Venus

Bulk carrier – Built 2010, 16,213 dwt

**Date of Casualty** 16 April 2013

**Voyage** US Ports to Santo Domingo,  
Dominican Republic

#### Cargo Grain

**Type of Casualty** Damage to shell  
plating and fuel tank whilst berthing

**Type of Claim** Allision damage claim



#### Varnebank/Neste ▣

*Varnebank* - Freighter – Built 2000,  
8,737 dwt

*Neste* - Oil tanker – Built 2005, 25,117  
dwt

**Date of Casualty** 16 April 2013

**Voyages** *Neste* UK to Finland,  
*Varnebank* North Africa to  
Scandinavian Ports

**Cargo** *Neste* Diesel oil *Varnebank*  
General cargo

**Type of Casualty** Collision. The  
*Neste* was proceeding behind the  
icebreaker *Odin* when *Varnebank*  
collided with her stern. Both vessels  
were able to proceed to their next  
ports of call where assessments of  
damage will be carried out

**Type of Claim** Collision damage claim

#### Asphalt Carrier

Asphalt tanker – Built 2010, 9,230 dwt

**Date of Casualty** 19 April 2013

**Voyage** Kaohsiung, Taiwan to  
Newcastle, Australia

**Cargo** Asphalt

**Type of Casualty** Engine breakdown.  
Awaiting towage to destination

**Type of Claim** Possible GA declaration

#### Volzhskiy 45

General cargo vessel – Built 1991,  
6,003 dwt

**Date of Casualty** 20 April 2013

**Voyage** Rostov-on-Don, Russia to  
Turkey

**Cargo** 5,000 m/t of corn

**Type of Casualty** Grounding in the  
River Don

**Type of Claim** Possible salvage claim  
and general average declaration

#### Victoria Seaways

Passenger Ro/Ro – Built 2009, 8,500  
dwt

**Date of Casualty** 23 April 2013

**Voyage** Kiel, Germany to Klaipeda,  
Lithuania

**Cargo** General cargo (in containers,  
trucks and trailers), cars and buses

**Type of Casualty** Fire on main vehicle  
deck

**Type of Claim** Property damage,  
possible CMR and/or tort claims

### CASUALTY FOLLOW UP

**Harbour Feature** – We are kindly  
advised by the GA Adjuster that  
the cargo on board the vessel was

insured in the UK and the USA.  
Please contact Stichling Hahn  
Hilbrich ([www.shh-adjusters.com](http://www.shh-adjusters.com))

for further information

**Kanoura** – has been refloated without  
the requirement to lighten cargo