




Predict, Prevent,
REACT

MARINE CASUALTY INCIDENTS

Issued by Skytek: at 12:00 GMT on 03 February 2022

 Incident:	Vessel Runs Aground
 Impact:	Marine Hull Exposure
 Location:	Entrance to Wesser River, Germany

VESSEL SUMMARY

Skytek's REACT lists the particulars of the ship involved in the incident:

Name: MUMBAI MAERSK Flag: Denmark			
IMO number	9780471	P & I Club	Standard Club
MMSI	219039000	Classification Society	American Bureau of Shipping
Callsign	OWNQ2	Group Owner	Moller Maersk A S
Ship type	Container Ship	Ship Manager	Maersk A S
Length	399m	Operator	Maersk A S
Breadth	58m	Registered Owner	Maersk A S
Draught	13.0m (max 16.5)	Technical Manager	Maersk A S
DWT	190,326 T	Last Port	Rotterdam Maasvlakte, 02 Feb 2022
TEU	20,568 TEU	Destination	Bremerhaven, Germany, 03 Feb 2022
Date of Build	2018	Position	53° 51' 08.0" N, 007° 53' 38.8" E
Last seen at (UTC)	Live	Status	Aground

INCIDENT SUMMARY

The second-generation, Triple-E, Ultra Large Container Vessel (ULCV) Mumbai Maersk is deployed on the Asia to Europe (AE5) service.

On the leg from Rotterdam arriving at the entrance to river Wesser for Bremerhaven, on the 02 February at about 2130 UTC, the vessel turned back from the entrance to Bremerhaven channel. Subsequently, it ran aground at about 2200 UTC, 5 miles north of the Island of Wangerooge.

The vessel's estimated market value is \$89,5M, and currently, it carries approx. 8,200 TEU onboard.

At the time of grounding, the weather was fine, Westerly winds abt 20 knots, the vessel passed at nearly low tide, and ran aground on a soft patch with charted depth 8,7m.

The operator has stated that there is no pollution, and the port entrance is not blocked. Two multi-purpose vessels and five tugs were sent to try refloat the ship, but the initial attempt was unsuccessful.

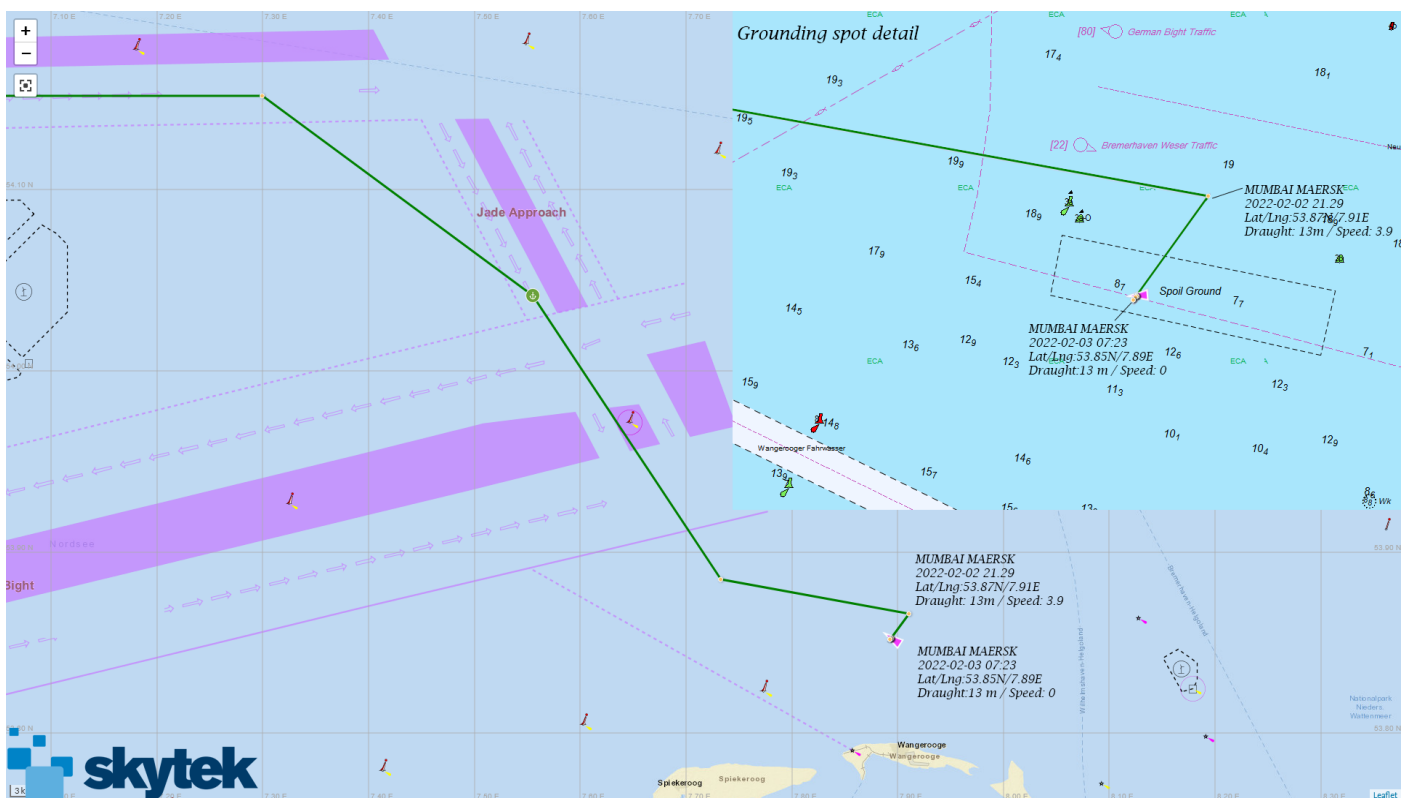


Figure 1 - Mumbai Maersk run aground on 02nd February 2022 at 2200 UTC

 Incident:	Vessel Lost Power, Adrift
 Impact:	Marine Hull Exposure
 Location:	Okinoshima Island, Japan

VESSEL SUMMARY

Skytek's REACT lists the particulars of the ship involved in the incident:

Name: CSL SANTA MARIA Flag: Cyprus			
IMO number	9290426	P & I Club	Britannia P&I
MMSI	212700000	Classification Society	Registro Italiano Navale
Callsign	5BTQ4	Group Owner	-
Ship type	Container Ship	Ship Manager	Santa Maria Investments Sa
Length	294m	Operator	Ts Lines Co Ltd
Breadth	58m	Registered Owner	Santa Maria Investments Sa
Draught	8,6m (max 13,65)	Technical Manager	Santa Maria Investments Sa
DWT	67,273T	Last Port	Los Angeles, USA – 15 January 2022,
TEU	5,047TEU	Destination	Yosu, Korea – 06 February 2022
Date of Build	2018	Position	35.91N/132.08E on 03 February 2022, 00:55 UTC
Last seen at (UTC)	02 February 2022	Status	RAM (Restricted Ability to manoeuvre)

INCIDENT SUMMARY

The Post-Panamax class container ship CSL Santa Maria, deployed by CMA CGM on route RI1, was sailing from Los Angeles, the USA, to Ningbo, China, and was due to arrive at its destination on 31 January 2022.

On 30 January 2022, the vessel lost propulsion and drifted southeast, up to half a mile from the Cape Misaki of Okinoshima Island, where it anchored to avoid grounding.

The tug Hayashio Maru – IMO: 9400447 was one of the five tugs sent out to prevent grounding and is towing now the CSL Santa Maria towards Yosu, Korea, estimating an arrival on 06 February.

CSL Santa Maria is estimated to value abt \$18,7 M and carries about 1350 TEU during this trip.

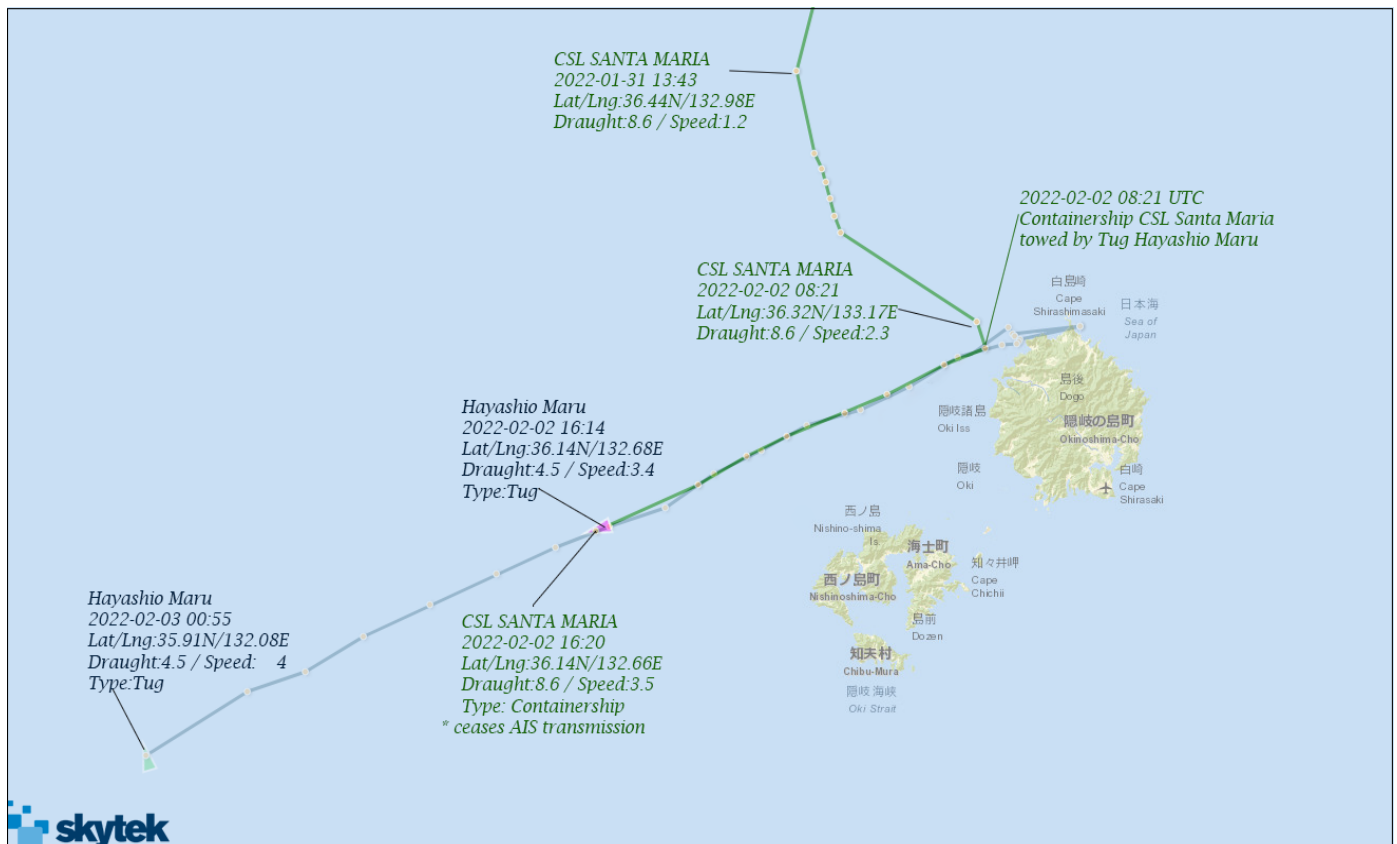
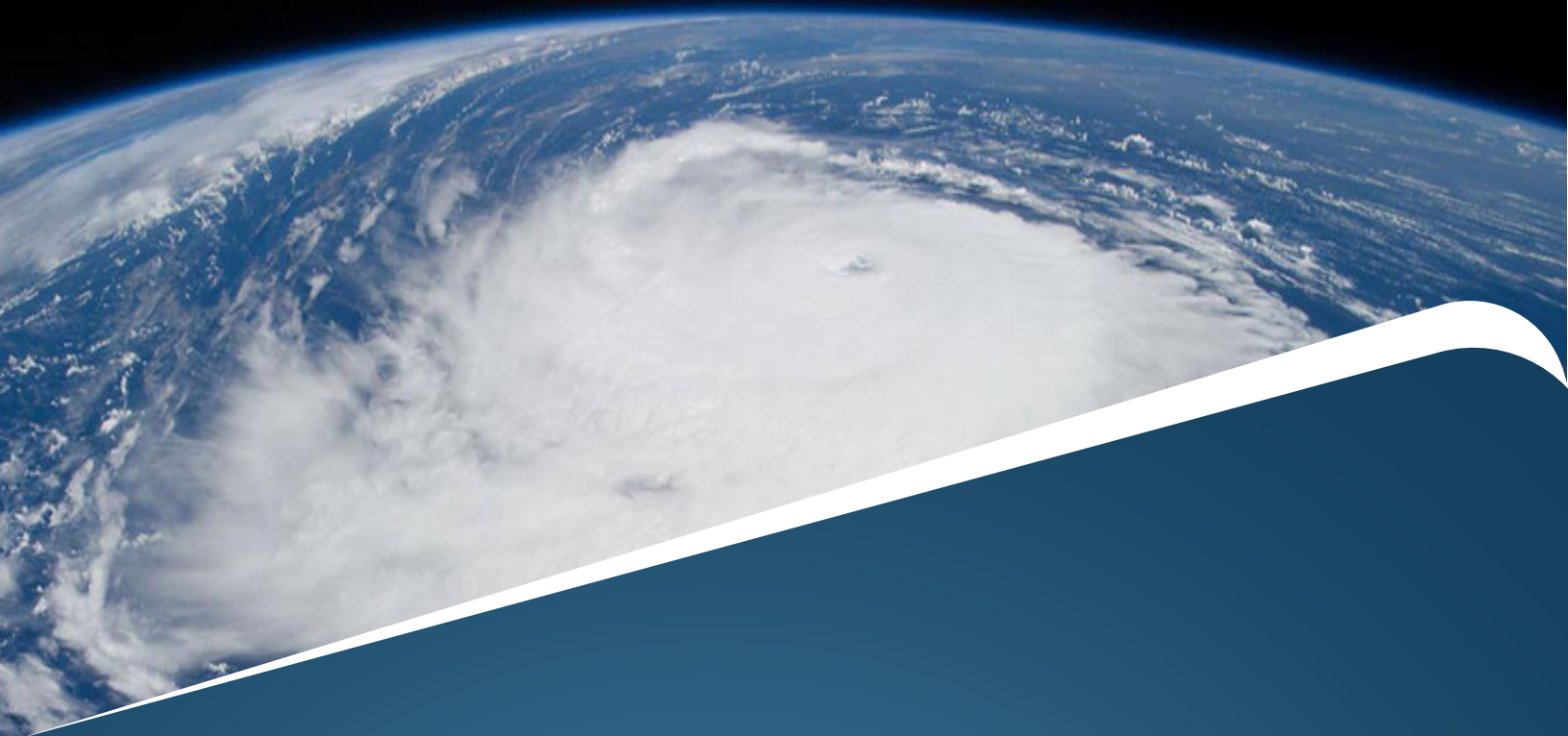


Figure 1 - CSL Maria drifting towards island, now towed by tug Hayashiro Maru



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