

## Post Event Update 2

13/08/2020

**Incident occurred:** 25/07/2020 19.27 local time, 15.27 GMT (16.27 BST)

**Location:** off Blue Bay, Mauritius

**Probable cause:** grounding in an environmentally sensitive area

**Impact:** marine exposure; environmental pollution

**Issued by Skytek:** at 12:00 GMT on 13/08/2020

**Summary:** Bulk carrier Wakashio IMO – 9337119 was sailing in ballast condition from China to Tubarao when she has grounded on the reefs at 800m off Pointe d’Esny on Mauritius’ south-eastern coast. The vessel is tracked on the same course and speed for the last five days before running aground at abt 11.7 knots.

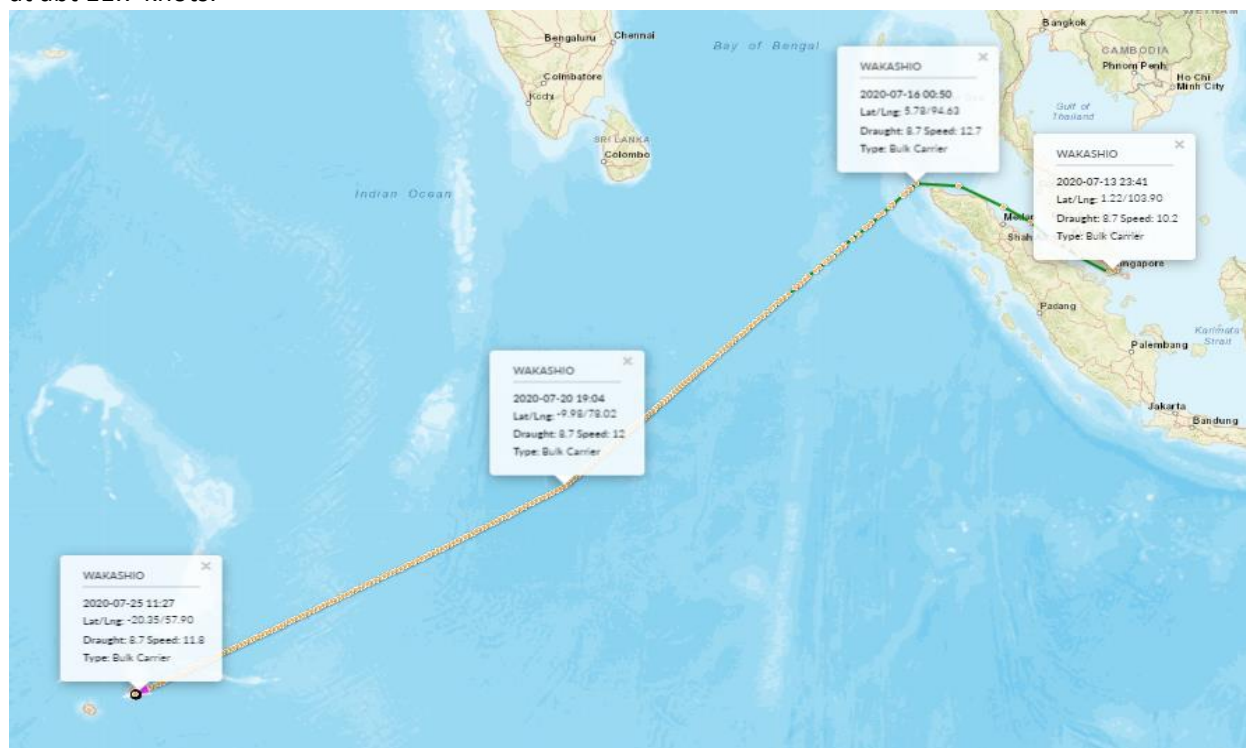


Figure 1 - Skytek maps ship's course and speed unchanged for the last five days prior grounding

Built May 2007, Wakashio IMO - 9337119 is one of the largest bulk carrier ships having 299m long by 50m width and 17,91m max draft, but in ballast condition at the time of the incident with 8,7m draft selection, of DWT 203130T. The vessel is owned and commercially operated by Nagashiki Shipping Co Ltd. The current voyage chartered to MOL, flying a Panama flag, classed with Nippon Kaiji Kyokai with which passed her last annuals in early April this year, and insured with Japan Ship Owners Mutual P&I.

The ship runs aground on 25<sup>th</sup> July, with 3,894 tons of low-sulphur fuel oil, 207 tons of diesel, and 90 tons of lubricant oil. With prevalent weather, the ship was dragged over the reef, which eventually cracked her hull. On the 06<sup>th</sup> August, the first oil leak into the pristine environment of Mauritius was reported. By 11<sup>th</sup> August, approximately 1000 mt of fuel was leaked into the sea, of which abt 460 mt have been collected by clean-up teams and locals. On the 12<sup>th</sup> Aug PM local reports indicate that almost all fuel has been transferred off the ship.



Figure 2 - Skytek capture of 12th Aug salvage efforts – satellite image source: ESA, Copernicus Sentinel 2 mission

Aground with stern on the rocks, with the rest of the ship's length yawing with the swells, it is expected that the growing cracks will eventually lead to rupture of the vessel in two blocks. Local emerging videos are showing large cracks on the ship's side between cargo holds 8 and 9. From the size of the cracks and moving amplitude of the forepart with the swell, it is expected that the two blocks will separate at the crack between cargo hold 8 and 9. The tug Stanford Hawk is the area to assist with towing in case of the breaking up.

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