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Views

Grounded Container Ship Blocks Suez Canal



Image courtesy Port of Felixstowe / Twitter, image inset courtesy @tomigp / Twitter

BY **MAREX** ([HTTPS://MARITIME-EXECUTIVE.COM/AUTHOR/MAREX](https://maritime-executive.com/author/marex)) 2016-04-29 21:00:44

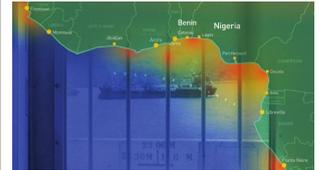
The container vessel *MSC Fabiola* went aground Thursday at the southern end of the Suez Canal, reportedly blocking traffic.

"For the ship to run aground at such an unfortunate place is rare," said Jacob Guldager of Leth Agencies, speaking to ShippingWatch.

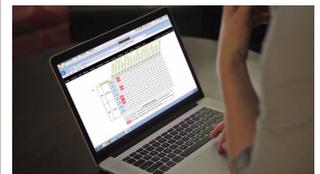
Media reports suggest that shipping is blocked while salvors attempt to refloat the *Fabiola*.

47 vessels passed through the Canal on Thursday, and the *Fabiola* was the largest southbound ship, the Canal Authority told Egyptian media. It made no mention of the grounding in its Thursday announcement, and as of Friday, the Authority had not updated its online daily vessel count to reflect recent traffic.

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Vessel tracking data from MarineTraffic showed the *Fabiola* against the canal's western bank, midway between Great Bitter Lake and Suez, a single lane area not included in the New Suez Canal expansion project. The expansion's parallel canals permitted traffic to continue unimpeded during a similar incident in February, when the *New Katerina* grounded (<http://www.maritime-executive.com/article/grounded-bulker-new-katerina-refloated-in-suez-canal>) just north of Ismailia. The salvage effort for the *New Katerina* took 12 days, including lightering and hull repairs.

AIS tracking shows the *Fabiola* attended by the towing vessels *Mosaheb 4*, *Mosaed 4*, *Port Said*, *Baraka I*, *Mosaheb 2* and *Ezzat Adel*.

While estimates may not reflect vessels with AIS turned off or temporarily out of range of shoreside receivers, at least 35 commercial vessels were shown stationary or moored on the canal or on Great Bitter Lake, to the north of the *Fabiola*'s position.

The 12,500 TEU *Fabiola* is known in the U.S. for her arrival in San Francisco in 2012, when she became the largest vessel ever to pass under the Golden Gate Bridge and enter the Bay.

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jimships • 3 years ago

This demonstrates the vulnerability of the canal and a wake-up call for interests abroad. Yes large ship, bigger tugs...or more little ones. I can add that prevailing wind angles have also been changing a bit with global weather changes, but don't know if they contributed. BL: Pilot Error. Pun Intended.

^ | v • Share



Ohso • 3 years ago

Anyone remember the "Lighting Crews" - who originally brought 'Suez Lights' aboard to shine off the marker boards along the way? When the Marker Aids went Electric there was no need for the Suez Light or Crew - but we still carried them.

Gosh, I do seem to recall that many bronze fire nozzles went missing too during one transit, but correlation is difficult to prove; although inspection of the "light boxes" might have at least proven somewhat interesting, both coming aboard and leaving the Ship. Ahem.

1 ^ | v • Share



Harry Valentine • 3 years ago

Makes the route via Cape Town, South Africa all the more attractive

^ | v • Share



kapena16 • 3 years ago

The bigger the the ship, the bigger the problems. Then you need bigger tugs.

^ | v • Share



Deano → kapena16 • 3 years ago

I agree. There has been many groundings this year. They have all needed many tugs to pull them out of trouble.

^ | v • Share

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