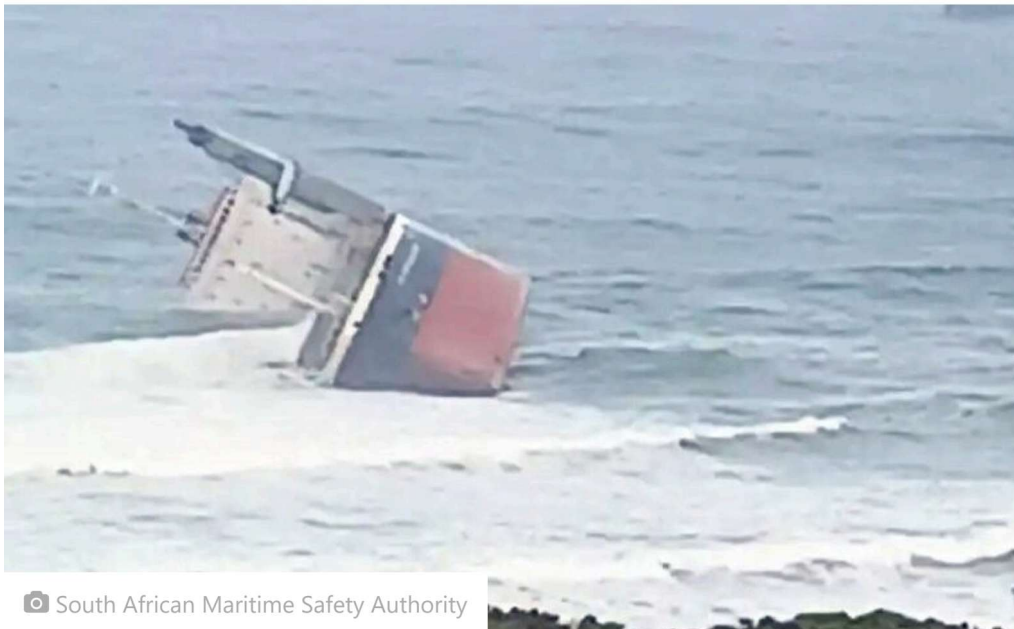


[Africa](#) [Dry Cargo](#) [Operations](#)

# Ultrabulk vessel aground off South Africa



Bojan Lepic • July 11, 2024 14 🔥 144,639 📖 2 minutes read



📷 South African Maritime Safety Authority

The Ultrabulk-managed general cargo ship *Ultra Galaxy*, which was abandoned by its crew of 18 seafarers on Monday after a heavy listing, has run aground with efforts to prevent a fuel and oil spill currently underway.

The South African Maritime Safety Authority (SAMSA) said on Wednesday that attempts are being made to salvage the vessel's fertiliser cargo as well. The confirmation of the grounding off the coast of Brand se Baai on the West Coast, 385km north of Cape Town, occurred on Tuesday around 10 pm local time.

Preliminary indications are that the vessel has a full load of fertilizer in bags onboard as well as low-sulphur bunkering fuel and hydraulic and related oils.

Salvage operations are currently underway. On Monday, one tug was dispatched and arrived at the location on Tuesday. Another tug with more personnel and extra equipment departed from Cape Town on Tuesday evening to assist in the salvage efforts. Other measures are also

being undertaken for the containment of any possible spills of the vessel's cargo contents.

"We are closely working with SAMSA and the appointed salvors, focusing all efforts on the vessel's recovery. There are no initial reports of pollution and as a precautionary measure oil spill response equipment and assets have been mobilised although operations are currently hampered by the adverse weather conditions," a spokesperson of Transworld Fleet Management, the ISM manager of the *Ultra Galaxy*, told *Splash*.

Transworld also revealed that the two tugs were standing by near the vessel awaiting a suitable break in the weather to resume operations.

The vessel was located some 60 nautical miles west of Doring Bay when it sent its initial distress call at 3 am local time on Monday. Three ships closest to the casualty vessel – the *Fivos*, the *Rio Grande Express*, and the fishing vessel *Malachite* diverted from their routes to assist.

The entire 18-strong Filipino crew escaped from the listed vessel in a life raft and were [rescued](#) by the *Malachite* and taken to St Helena Bay.

The Panama-registered 13,800 dwt *Ultra Galaxy* is a 124 m long general cargo vessel built in 2008. According to available data from Equasis, it is owned by Fujita Shoji and managed by Denmark-based dry bulk operator Ultrabulk. At the time of its distress call it was en route to Dar es Salaam, Tanzania.

**#South Africa**

## Comments

---



**David Boffey**

July 11, 2024 at 7:18 pm

" a full load of fertilizer in bags"?

Or is it a cargo of bulk fertilizer with a couple of surface layers of bagged fertilizer?

**Nic**

July 12, 2024 at 1:24 am

Those aren't the small 50kg bags but 500kg bags, also referred to as bulk bags.

**David Boffey**

July 13, 2024 at 10:37 am

Thanks.

**slawomir.palenda**

July 13, 2024 at 4:09 pm

Case A) " a full load of fertilizer in bags"? Shifting of such stow is : highly unlikely.

Case B) " cargo of bulk fertilizer with a couple of surface layers of bagged fertilizer" Shifting of such stow is likely although some very old salts may find such statement as outrageous.

"Full load " may be misleading as it usually means vessel was loaded to it's marks . But it does not say if hold volumes were fully utilised what in case of fertilizer may be debatable.. A combination of extreme rolls combined with violent pitching ( high accelerations) could disrupt the top layer of bags and given enough free volume in the hold cause the unbagged cargo to shift.

Links below showing bagged stow are SAFE .

1. <https://tradeinfact.com/urea-fertilizer-packaging-and-transportation/>

2. <https://cargobroker.net/upacovanniyesh Tuchniyegruzi1>

Google search reveals many pictured examples for reference.

All above is my speculation and I can be wrong of course.

**Alexander Clavero**

July 12, 2024 at 7:16 am

Built 2008 almost 16 yrs deterioration of structural membranes possible which includes double bottom tanks platings, sounding striking plates, ballast suction etcetera

**David Boffey**

July 13, 2024 at 10:43 am

You mean Class surveyors weren't doing their job? And Club, H&M surveyors too. Must be a conspiracy.

**Craig Wesson**

July 12, 2024 at 7:44 pm

Congratulations, yours is the first article I have read online, that doesn't have any spelling mistakes.

I'm glad there are still journalists out there that care about language.

**Robert Hill**

July 13, 2024 at 6:05 pm

Except for the photo description 🤔

**David Boffey**

July 14, 2024 at 5:39 pm

That's the editors' job.

**Daniel**

July 14, 2024 at 6:10 am

...Craig....what is "Congratulations"....?

**David Boffey**

July 15, 2024 at 6:30 pm

Wikkid!

**LoAnne**

July 14, 2024 at 12:42 pm

Dear Splash 247.com,

It is the height of stupidity where experienced Crew members and Owners of any Vessels think they could possibly outwit the Cape of Storms during her Winter Season. I'm sorry did nobody get the Memo on this.

Vessels should only be allowed to operate under sea faring conditions at all times.

LoAnne

**slawomir.palenda**

July 15, 2024 at 5:44 pm

Alias LoAnne.

Outwitting Cape of Storms may be a difficult task but riding out the storms there, has been proven by Bartolomeu Dias and followed by many whose names are less known or unheard of since 1488.

" sea faring conditions " are "all conditions" as we are like farmers who must tend their fields in all weather conditions.

Without such resolve and determination let alone courage , You would not be able to have your smartphone at affordable price and laptop from which You could send and publish the results of your thought provoking meditations .

Cheers

**David Boffey**

July 15, 2024 at 6:32 pm

South African Maritime Safety Authority

What on earth was that all about?