

Ever Given exits Egyptian waters

By admin On July 15, 2021 In Cargo, Insurance Marine News, Keep, Marine Liability

ULCV **Ever Given** (IMO 9811000) left Egyptian waters at 04:00 local time on Tuesday July 13th for the first time in approaching four months. It had completed inspections at Port Said.

Ship tracker MarineTraffic showed the Ever Given to be underway in the Mediterranean Sea north of the Egyptian coast.

The ship was released from Great Bitter Lake on July 7th after a deal was reached between the owner Shoei Kisen, along with its liability insurer UK Club, and the Suez Canal Authority.

Travelling through the Eastern Mediterranean at 10 knots, the Ever Given was expected to arrive at Rotterdam on July 25th.

The ship is still carrying the thousands of containers that were scheduled to reach their destination sometime in late March. All the cargo that was stuck in the crossfire between owner and the canal – as was the vessel charterer, Taiwan-based Evergreen – was now set to be delivered to its original destination of Port of Rotterdam.

The all-Indian crew of 25 personnel had also remained on the vessel for the nearly four months, most of it in Great Bitter Lake.

Meanwhile Shoei Kisen was reported by Bloomberg to be anticipating “many hundreds or thousands” of legal claims. At a London court hearing on Tuesday lawyers won a court order to put any potential claims on hold for two months. Two Shoei Kisen subsidiaries and Ever Given charterer Evergreen Group had asked a London judge for the stay. Earlier this year, they obtained another order limiting some claims against the ship to £84m.

Bloomberg said that Shoei Kisen expected to be sued by Evergreen and that Shoei Kisen foresaw potentially thousands more legal claims lodged by individual cargo

owners against individual ship owners, the Japanese company's court lawyer Stewart Buckingham said at the London hearing.

The stay in proceedings would enable similar and overlapping claims potentially to be grouped together, limiting legal costs and court time, he said.

A further court hearing would be held in two months, when the owners would be equipped with more information as to any claims filed against it, allowing them to "see the lay of the land," Buckingham said.

"The owners' position is that they are not liable for the grounding incident or its consequences," he said in a court filing. When the ship became stuck, it was being led by a Suez Canal pilot, who had earlier taken over from the harbour pilot who had driven the ship from the Suez anchorage into the canal, he said.

While there was some damage to the bow of the ship as a result of the incident, no injuries, deaths or pollution are understood to have occurred and the death of a canal worker involved in the re-floating is thought to be unrelated, continued Buckingham in his filing.