

# Marine Hull Condition Report

## Vessels trapped in Ukrainian ports

Update issued by Skytek: at 12:00 GMT on January 10<sup>th</sup>, 2023

## SUMMARY

The military operation initiated by Russia on February 24<sup>th</sup>, 2022 trapped 102 international flag merchant's vessels and froze commercial operations in all Ukrainian seaports.

In the early days of the conflict, seven vessels became "War Loss" and several ships were laid up due to the fact that the Classification societies did not have access to ships to renew their trading certificates.

Thanks to a joint effort, the United Nations (UN), Turkey, Ukraine and Russia agreed to resume traffic to allow food-stock exports from three Ukrainian ports under the Black Sea Grain Initiative from July 27<sup>th</sup>, 2022. The initiative facilitated the departure of several of the initially blocked ships.

As the milestone of 12 months since the beginning of the conflict is approaching, owners of trapped vessels would be able to claim Constructive Total Loss (CTL) for their assets. To support the insurance industry to accurately update the list of trapped assets in the area, and to cope with the lack of AIS signal of vessels in this area, Skytek tasked and acquired the latest high-resolution satellite imagery, allowing the generation of an accurate updated list of trapped vessels and their conditions. This list can be made available upon request, together with up-to-date satellite imagery and information on the vessel's conditions.

As of January 09<sup>th</sup>, 2023, 45 merchant vessels managed to sail out of Ukrainian ports. 50 vessels remain trapped alongside or in the inner roads of the Ukrainian ports, aggregating to approximately \$364 million, as estimated by Skytek's price modelling platform.

Skytek lists in the following paragraphs the situation of the vessels trapped in the Ukrainian sea ports in the Black Sea and the Sea of Azov.

## THE PORT OF CHORNOMORSK

From the beginning of conflict in Ukraine, the vessels trapped alongside or in the inner harbour waters have gradually turned off their AIS broadcasting. Skytek has employed high resolution imagery and proprietary vessel-identifying techniques to track and identify ships inside Ukrainian ports.

From the 22 merchant ships captured by Skytek moored in Illichevsk port at the beginning of the military operation, only two remained alongside and could not depart: the Bulk Carrier Emmakris III and Ro-Ro Ship Geroi Shipki.

Skytek represents the Emmakris III in Figure 1 below and can provide upon request condition reports for this vessel or any of the assets trapped in the Ukrainian ports.



Figure 1 – Skytek detail of the North part of Chornomorisk port, showing the Emmakris III, on January 02<sup>nd</sup>, 2023.

The **Emmakris III, IMO: 9218387**, which has loaded 60,000 MT grain for Egypt, is reportedly detained by a Kyiv court; the Black Sea MOU of Port State Control does not list Emmakris III as detained. Emmakris III is operated by MCF Shipping, a company that operates also the **Emmakris II, IMO: 9254575** which has been spotted throughout the year loading grain from Sevastopol which was allegedly stolen from Ukraine to Syria or Turkey.

## THE PORT OF ODESA

On February 24<sup>th</sup>, 2022, there were 12 merchant ships alongside jetties in Odesa. The Grain Agreement initiative aided in the release of some of the ships. Using very-high resolution satellite data, Skytek captures that as of January 02<sup>nd</sup>, 2023, the number of the trapped ships decreased to five, of which the Skytek valuation model indicates the highest market value vessel is the Container Carrier Joseph Schulte - IMO: 9605243.

## THE PORT OF YUZHNY

12 merchant ships were captured by Skytek moored in Yuzhny port on February 24<sup>th</sup>, 2022, and by May 2022 half of the vessel saw their manning crew off the vessels.

As of January 02<sup>nd</sup>, 2023, analysing high-resolution satellite imagery, Skytek notes that only the Bulk Carrier Filia Glory and the Bulk Carrier Ocean Courtesy are moored in the port of Yhuzny in the coal port at jetties #5 and #6, respectively.

## THE PORT OF MYKOLAIV

In the five cargo terminals along the Bug river operated under Mykolaiv port, 27 merchant vessels of international flag were captured on February 24<sup>th</sup>, 2022. Shortly after the start of the conflict, the trapped vessels ceased transmitting AIS identification signal, and, using very-high-resolution satellite imagery and proprietary recognition techniques, Skytek identified all the vessels in the port and determined that no vessel was able to depart from Mykolaiv since February 24<sup>th</sup>, 2022.

The extract below shows a sample of the information available in the fully accurate and updated list of trapped vessels. This list can be made available upon request, together with

up to date very-high, resolution satellite imagery and information on the vessel's current conditions. The information included in this exhaustive list is:

- Asset Name, IMO and MMSI
- DWT, Asset Type and detailed type
- YOB, Flag and Class
- P&I Club, Registered Owner, Operator and Technical Manager
- Class status
- Arrived Port, Arrival and Departure Dates

Table 1: Sample tabular listing of the ships trapped in the port of Mykolaiv on January 02<sup>nd</sup>, 2023

No	Asset Name	IMO	MMSI	DWT	Asset Type	Asset detailed type	YOB	Flag
15	CENGIZ BEY	9301342	314460000	11,817	Cargo	General Cargo Ship	2004	Barbados
32	HACI EMINE ANA	8117847	511100212	8,170	Cargo	General Cargo Ship	1984	Palau
33	HARALD MAERSK	9389502	219279000	38,004	Tanker	Chemical/Products Tanker	2009	Denmark
55	NEW CHALLENGE	9129627	312269000	27,079	Cargo	Bulk Carrier	1996	Belize
88	STAR PAVLINA	9917490	636020764	82,361	Cargo	Bulk Carrier	2021	Liberia
90	SUN AQUAMARINE	9370135	538007888	32,221	Cargo	Open Hatch Cargo Ship	2008	Marshall Islands
100	VENUS	8866943	677010700	3,280	Cargo	General Cargo Ship	1969	Tanzania (Zanzibar)
101	CAPTAIN PAVEL OVSIENKO	8867026	214182804	3,260	Cargo	General Cargo Ship	1974	Moldova

To support the situational awareness analysis as well as to compensate for the lack of AIS signal from several vessels, Skytek is periodically tasking, acquiring and analysing very high-resolution satellite imagery and can confirm the movement and departure of any of the trapped vessels upon request.



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EO satellite imagery provided by:



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