

KOTA LAGU

As mentioned in the introduction, the KOTA LAGU ran aground on the Western Scheldt last October. Vuyk Engineering Rotterdam assisted with the salvage at the request of Multraship (Terneuzen) and URS (Antwerp).

Han Holtackers: "It was on a Saturday afternoon around 5 pm. With my family, I was on my way back from a few days in France for our autumn holiday when Multraship called me. They asked if we could send a naval architect for assistance with a container vessel that had run aground on the Western Scheldt.

At that time we were driving through Lille and therefore were not far away from Terneuzen. It did not take long for me to decide to change course and head for Terneuzen. Multraship arranged for a crew boat at Terneuzen harbour and less than two hours later I was aboard the casualty".



The vessel ran aground around the afternoon's high tide. At the moment of boarding the vessel it was just before low tide. Depending on the way a grounded vessel is supported by the sea bottom, there is always a risk of breaking. The hull structure is designed for a certain maximum longitudinal bending moment, which normally consists of a still water bending moment and wave bending moments. A vessel is not specified for support by a sandbank

Low tide passed and the hull stayed intact. The salvage team and crew prepared a refloat attempt for the next high tide. Removal of ballast water and assistance from seven tugs got the ship floating again during the high tide, shortly after midnight.

Han Holtackers: "At about 9 am I was at home in Rotterdam again. My wife and son had just woken up. I took a shower and went to bed for a few hours. It was a nice job with a lot of satisfaction."