



Maritec Tanker Management Pvt Ltd

5th floor, G wing, Unit no 501, Lotus Corporate Park, 185/A, Graham Firth Compound,
Goregaon (East), Mumbai – 400063. India. Phone- +91-22-6863 1800; Email:ghse@maritectankers.com

Date: 23rd Jan 2024
Navigation Campaign: 01/2024

Navigation Campaign – Contact with Buoy (MTMPL/QHSE/Navigation/01 of 2024)

Subject: Contact / Damage to buoy While Berthing

Type of Vessel: Oil/ Chemical Tanker

DWT: 9161 T; LOA: 120 M; Breadth: 21.82 M

Port: Kourou

Weather Conditions: Light Air, Calm Seas, Good Visibility

Bridge Team: Master, Junior Officer, 2nd Officer and AB and Pilot

NARRATIVE OF THE INCIDENT

During arrival at Port of KOUROU Guiana, the vessel made contact with the buoy near the berth, while approaching to berth, under pilotage towards the berth. This led to the damage to the buoy, and the buoy was stuck up under the hull of the vessel. There was no damage to the vessel.

The incident occurred on 27 DEC 2023 at 1740 Hrs, Daylight Hours leading to Dusk.

The bridge team at the time of the incident comprised of the Master, OOW, Lookout and Helmsman and Pilot. Master & OOW work hours were as per normal routine assigned. Fatigue did not play a direct role in the incident.

The checklist for bridge for preparation for the passage, Bridge Equipment checks, etc. Complied Radar performance monitor checks were carried out and Bridge Equipment maintenance was completed regularly as per monthly PMS Records.

Bridge Equipment was in good order and tested prior to Arrival.

The Master Pilot exchange was carried out well.

The contact of the vessel did not occur because of a blackout, main engine failure, or steering gear failure.

No alarms related to the steering gear or the main engine prior to, during, or after the incident. These statements are consistent with the engine room alarm log which during the relevant period does not show any alarms that could be related to the incident.

As per the available weather data, there were light winds and calm seas, good visibility.

As per the statements of the Master and CO, and after discussion with the Pilot by the BTM, it was noted that there were strong currents in the vicinity of the vessel turning area. These currents were noted to be 2 – 2.5 knots and affected the vessels movement, thus leading to the contact with the buoy.



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The Engine movement indicates the vessel was given astern movement to turn around to stbd side. This led to the astern move quickly towards the buoy.

Bow thruster was also in use at the time of the incident.

Actions after the Incident, Vessel staff acted swiftly and informed all parties after the incident including Agent, Chtrts, Vessel Supt who in turn informed P&I and H&M.

Deck / Engine room / accommodation was inspected for damages, Risk assessment for the passage was completed.

Alcohol test was carried out after the incident for the entire bridge team, including the Master. There is no reason to believe that any of the personnel had consumed alcohol.

No alcohol test of the pilot was available.

Below attached in continuation to this document are screenshots of the ECDIS / Radar screenshots for Visualizing / analyzing the actual scenario.

Probable cause brainstorming:

Identify probable causes / contributing factors which lead to the Grounding incident.

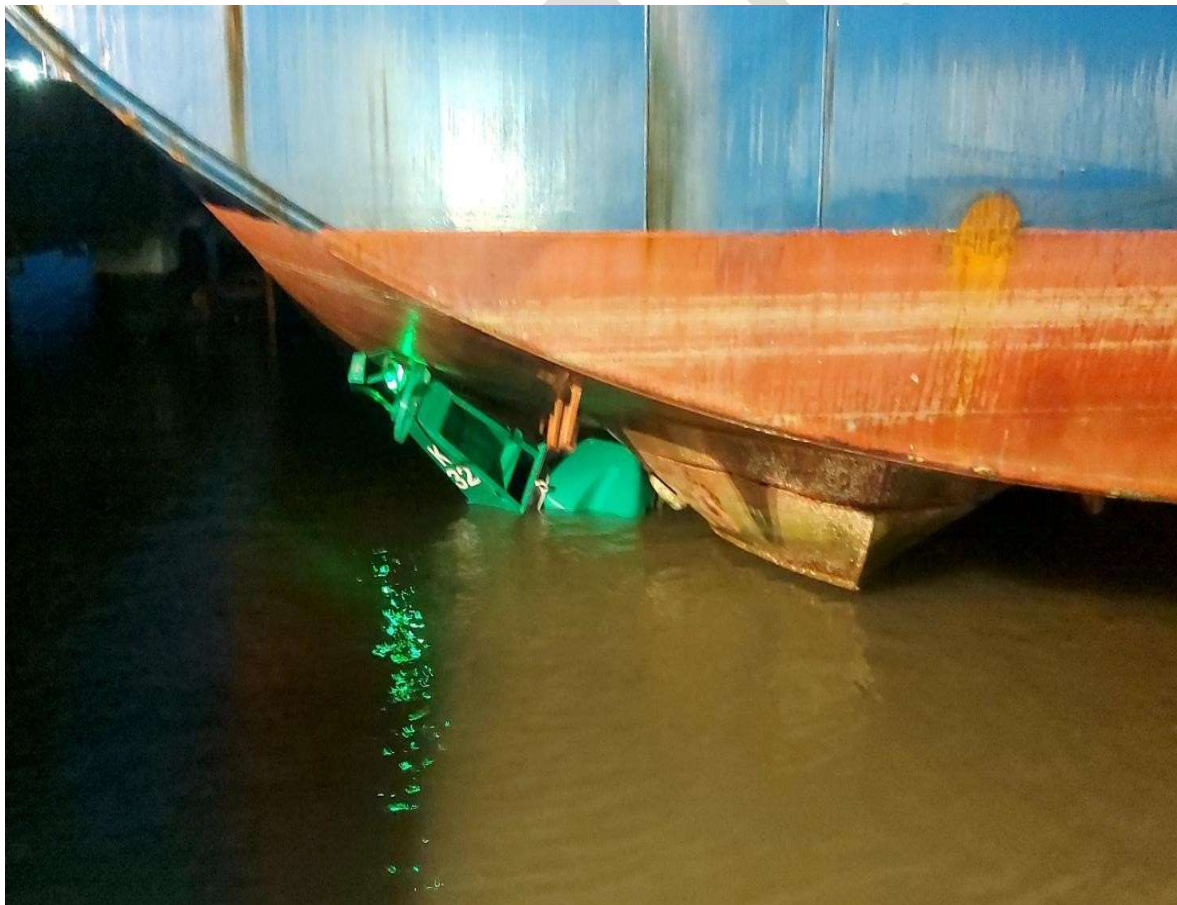
Discuss above scenario with all bridge team members and forward your feedback for

- Contributory Factors leading to this incident.
- How such incidents can be avoided in future onboard your vessels.



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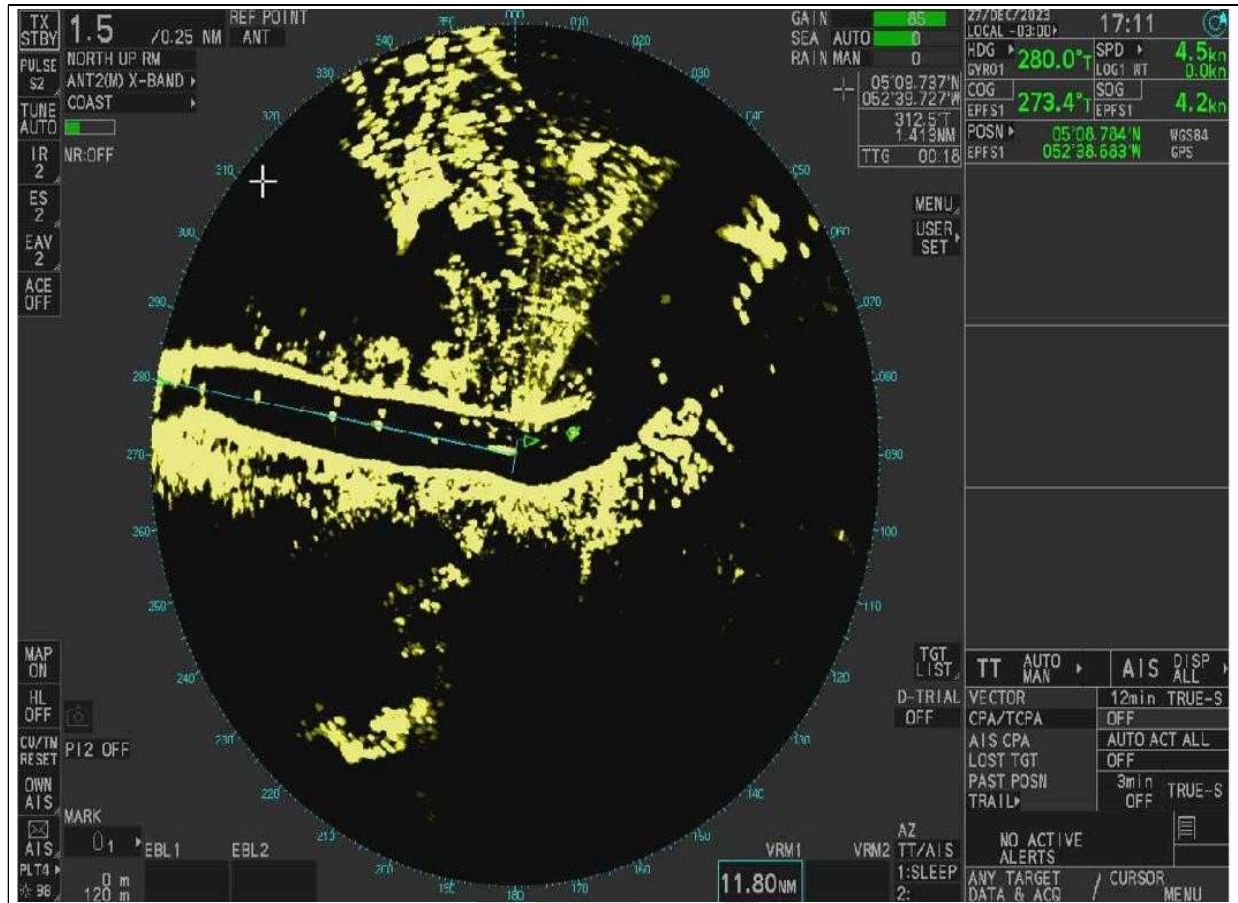
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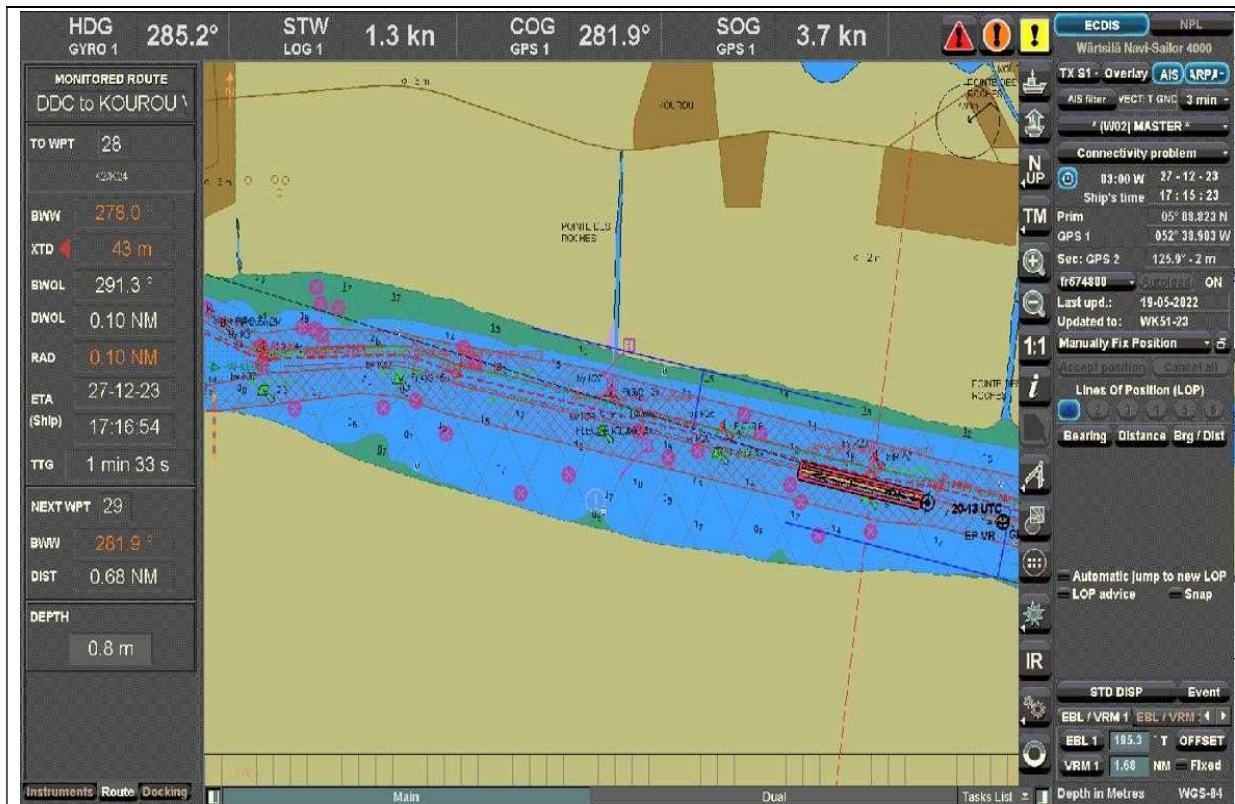


TIME	17:11 LT
HEADING	280°
COG	273.4°
SOG	4.2 KN
AUDIO	Pilot – 280 H/M – 280 Pilot – Midship H/M – Midship Pilot – 282 H/M – 282
REMARK	Vessel proceeding towards the channel to proceed the berth under pilotage.



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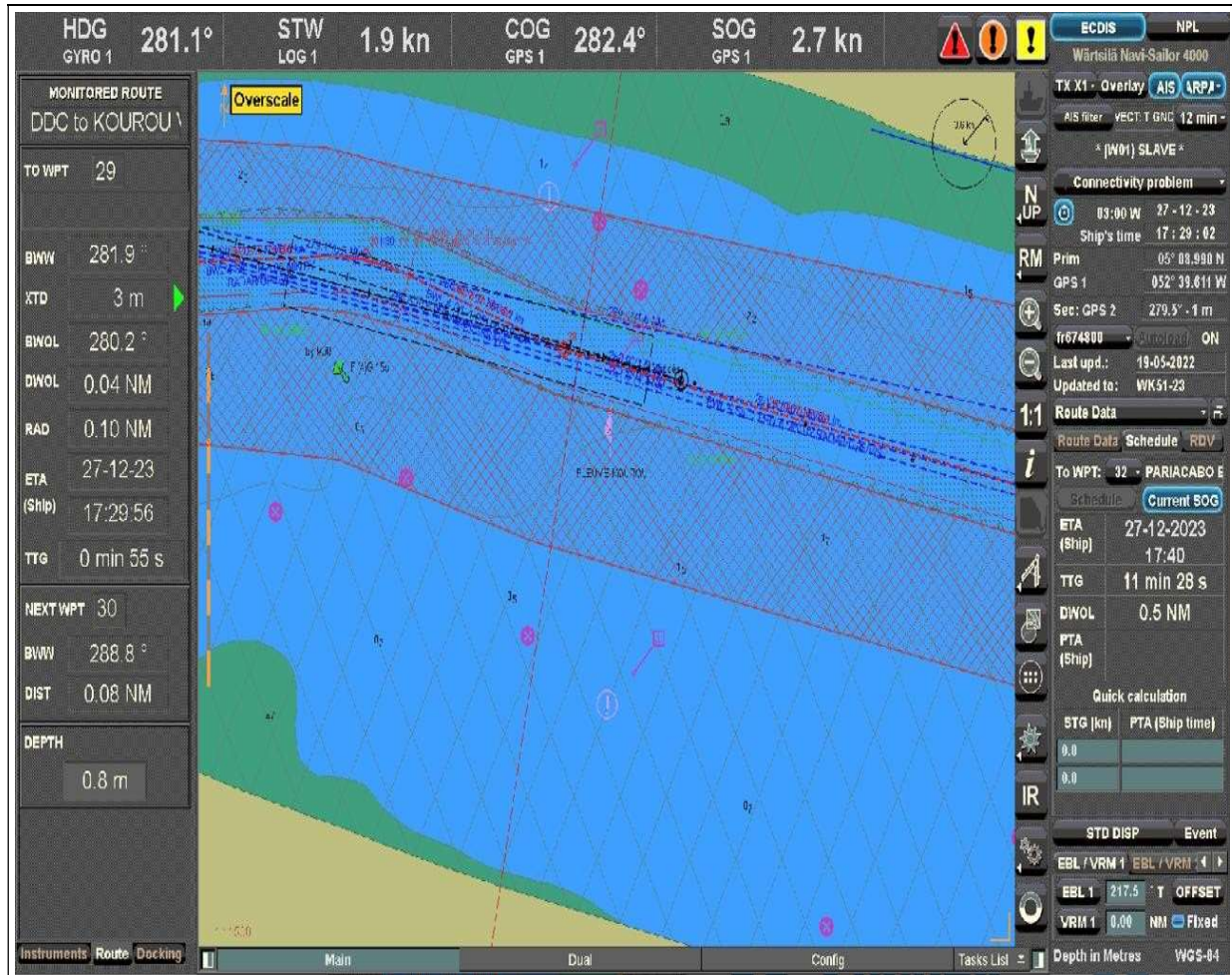


TIME	17:15 LT
HEADING	285.2°
COG	281.9°
SOG	3.7 KN
AUDIO	Pilot – 286 H/M – 286 Pilot – Ok
REMARK	Vessel proceeding towards the channel to proceed the berth under pilotage



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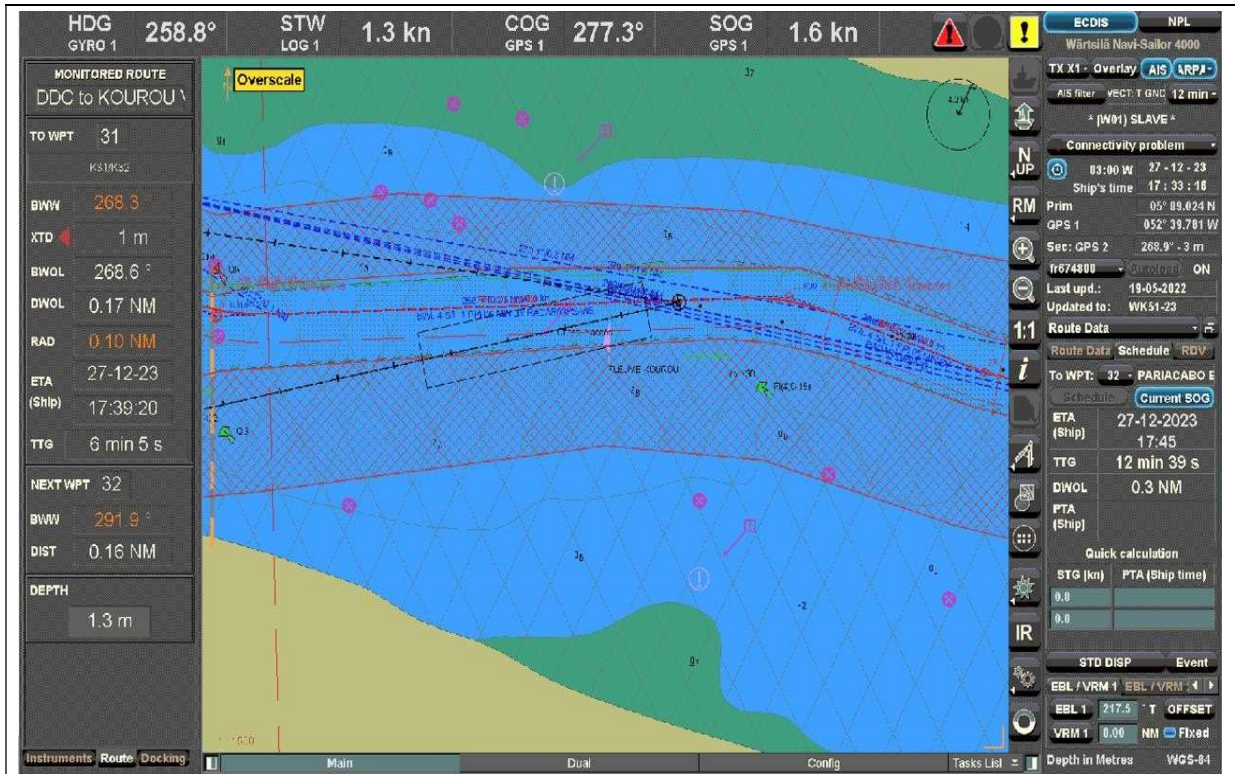


TIME	17:29 LT
HEADING	281.1°
COG	282.4°
SOG	2.7 KN
AUDIO	Bridge team members communicate in a language other than English
REMARK	Vessel proceeding towards the berth



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TIME	17:33 LT
HEADING	258.8°
COG	277.3°
SOG	1.6 KN
AUDIO	No communication heard
REMARK	Vessel proceeding towards the berth



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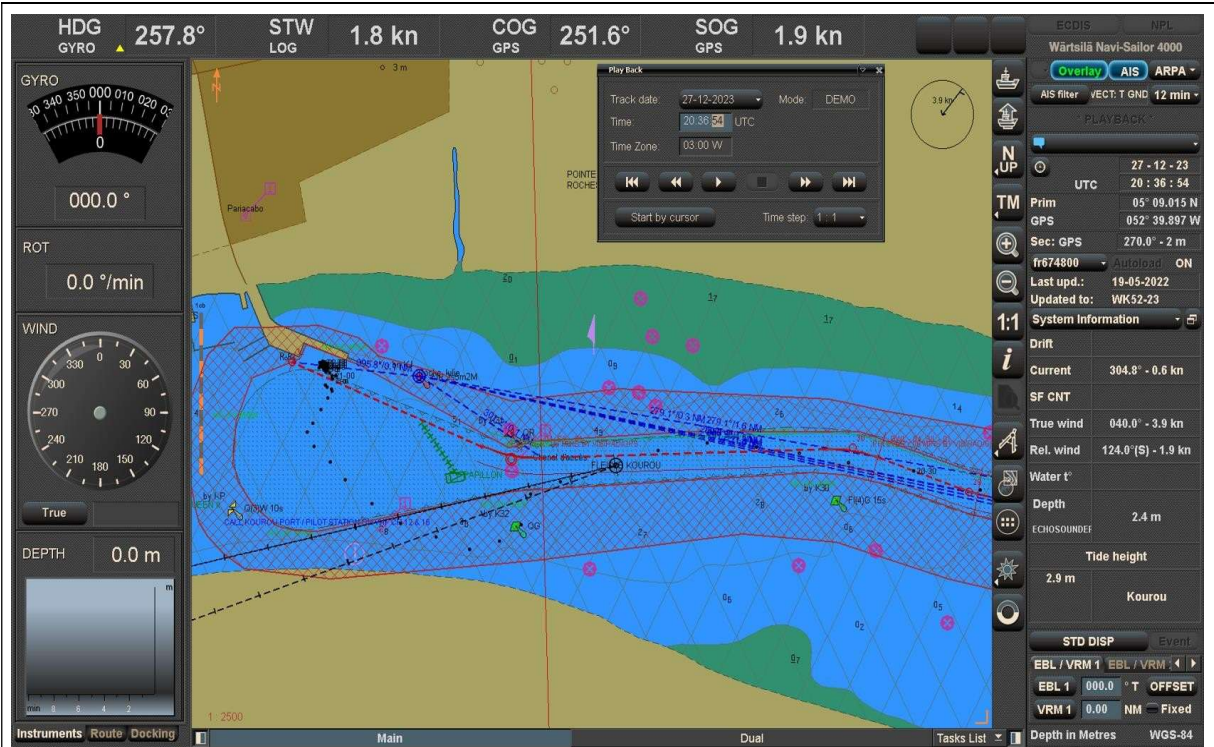


TIME	17:35 LT
HEADING	255.2°
COG	266.3°
SOG	2.0 KN
AUDIO	Pilot – Midship H/M – Midship
REMARK	Vessel entered in No Go Area.



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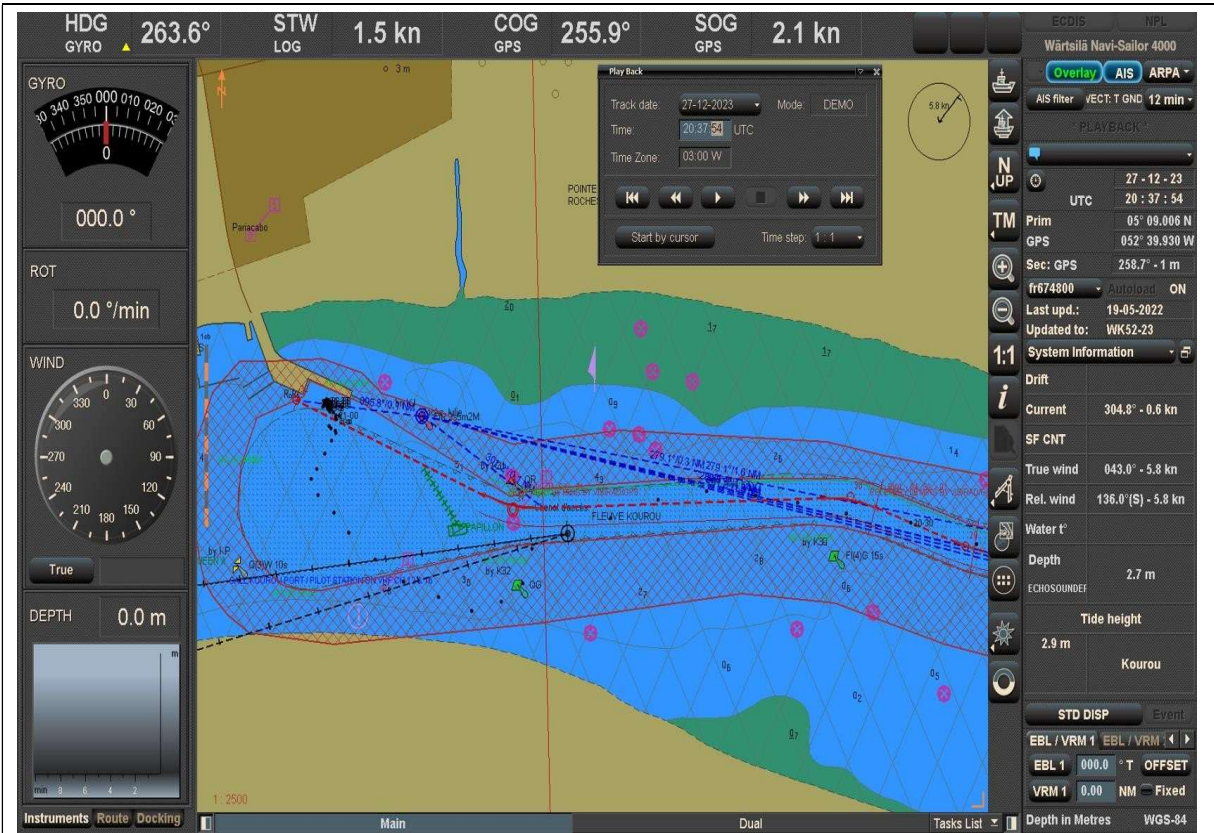


TIME	17:37 LT
HEADING	257.8°
COG	251.6°
SOG	1.9 KN
AUDIO	Pilot – Stop the Thruster. BTM – The red buoy always scare me. Pilot – We have to keep clear of the green buoy
REMARK	Vessel commenced slowly turning around using engines and BT



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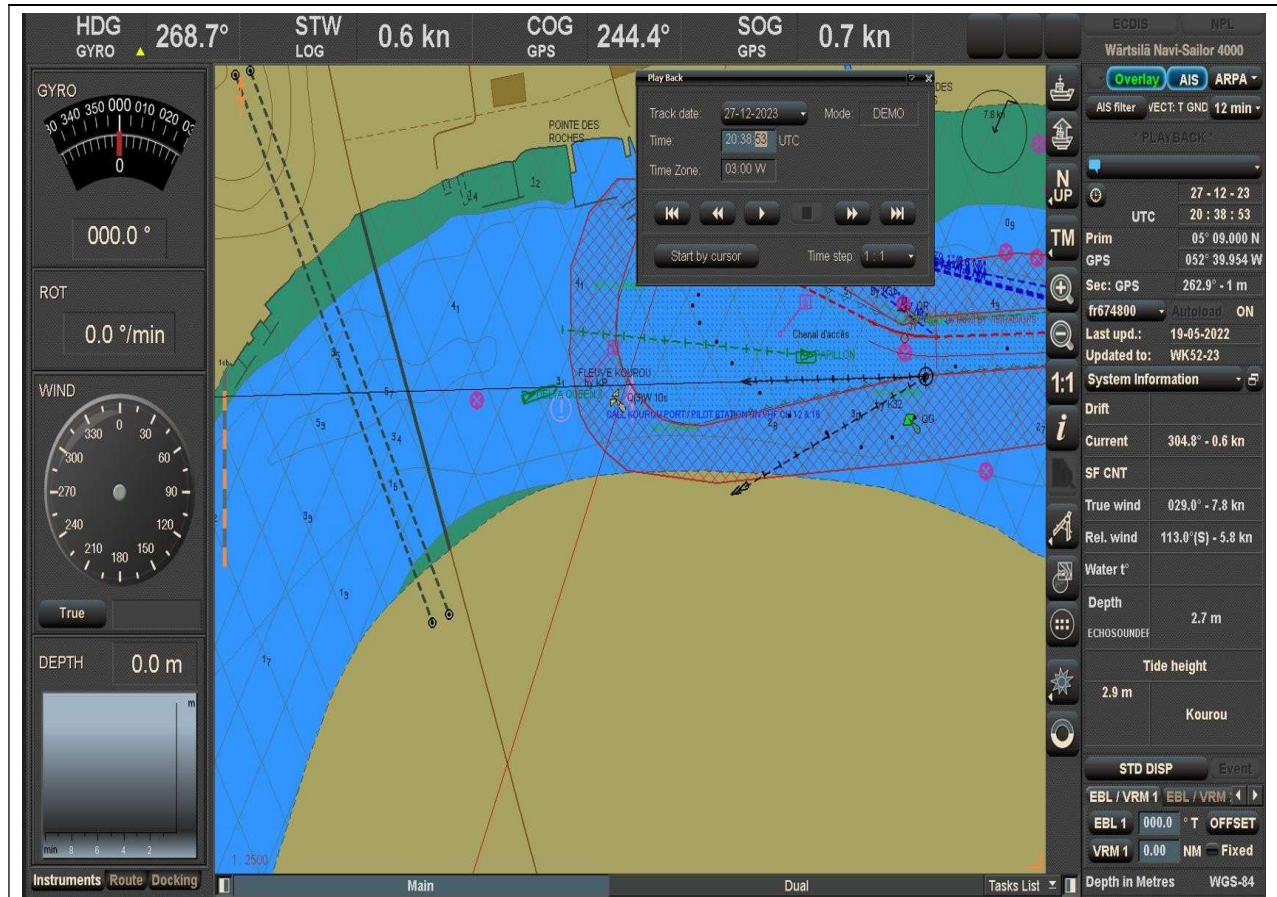


TIME	17:38 LT
HEADING	263.6°
COG	255.9°
SOG	2.1 KN
AUDIO	Pilot – Thruster full to Stbd. Astern Power Full available.
REMARK	Vessel entered in No Go Area.



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TIME	17:39 LT
HEADING	268.7°
COG	244.4°
SOG	0.7 KN
AUDIO	BTM to aft station – Will we clear the buoy. Aft Station – 20 meter to buoy, not clearing Pilot – Stop the thruster, full to port
REMARK	Vessel movement is athwartship and speed is increasing. Effect of strong currents is evident.



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TIME	17:40 LT
HEADING	299.8°
COG	198.6°
SOG	1.2 KN
AUDIO	<p>Captain – Pilot we need to move ahead. Pilot – Tug is pushing to stbd; Pilot – BT full to stbd. Aft Station – 10 meter to buoy, 5 meter to buoy. Aft Station – Touch Pilot – Stop the thruster. Midship</p>
REMARK	Vessel made contact with buoy. Effect of strong currents is evident up to 2.5 knots



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TIME	17:41 LT
HEADING	304.7°
COG	240.6°
SOG	1.0 KN
AUDIO	Polit - Engine Power ahead BT to Stbd
REMARK	Vessel in contact with buoy.



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TIME	17:41:23 LT
HEADING	322.6°
COG	240.9°
SOG	1.4 KN
AUDIO	Pilot – Half ahead OOW - Half ahead
REMARK	Vessel in contact with buoy.



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TIME	17:43 LT
HEADING	352.5°
COG	290.6°
SOG	1.5 KN
AUDIO	Pilot – 15 H/M – 15 BTM – Thruster full to stbd Pilot – Stop the thruster. BTM – Stop the thruster (On walkie - talkie)
REMARK	Vessel still maneuvering in No Go Area.



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TIME	17:44 LT
HEADING	030.6°
COG	302.1°
SOG	1.4 KN
AUDIO	Pilot – Thruster full to stbd. BTM – Thruster full to stbd. BTM 1 – I think we have buoy under us. BTM 2 - Yes
REMARK	Nil



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TIME	17:46 LT
HEADING	030.6°
COG	302.1°
SOG	1.4 KN
AUDIO	BTM 1 - Maybe buoy contact us, first berth Pilot – full to port, Stop this one / All thruster full to port / Stop BTM 2 – Stop everything
REMARK	Nil



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TIME	17:48 LT
HEADING	072.6°
COG	324.8°
SOG	0.7 KN
AUDIO REMARK	Bridge team members communicate in a language other than English
REMARK	Nil



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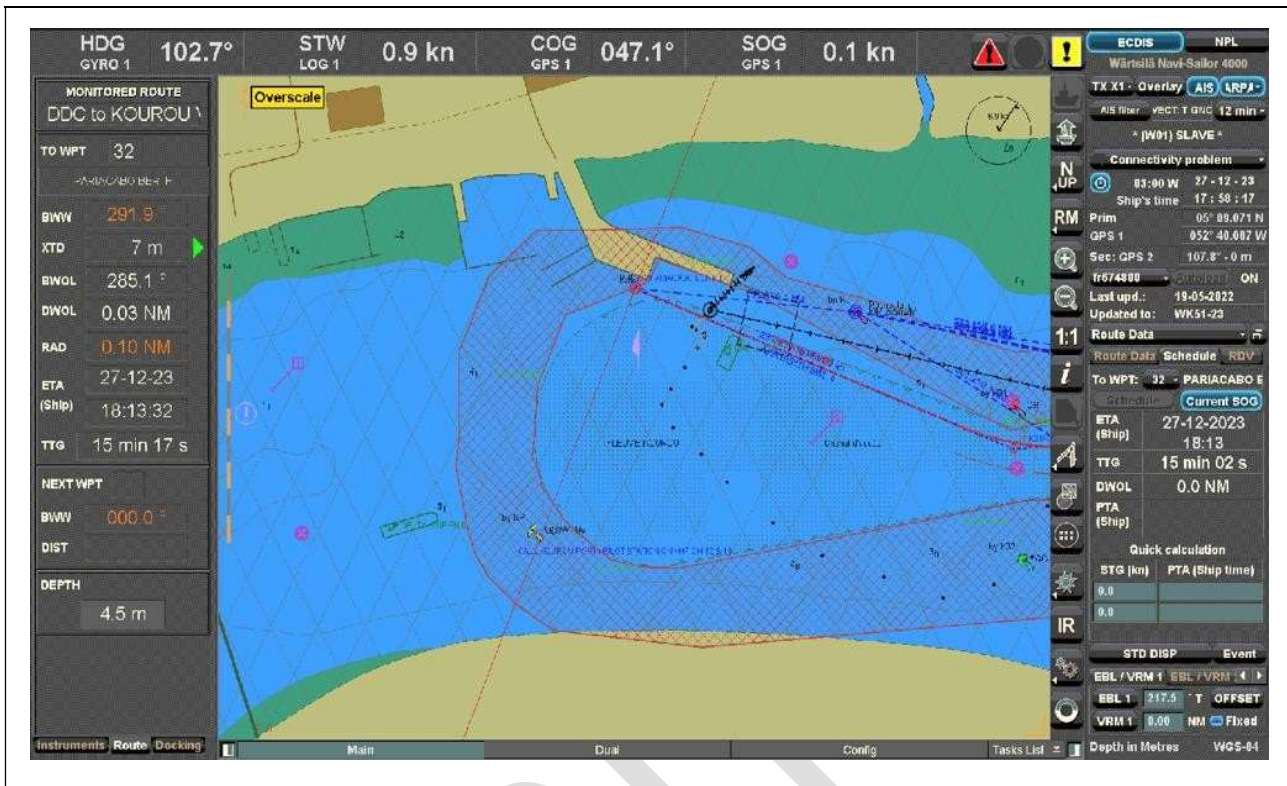


TIME	17:50 LT
HEADING	080.8°
COG	041.3°
SOG	1.4 KN
AUDIO	Pilot – Thruster full to port. Pilot – Stop both thrusters. BTM 1 – Stop both thruster sir. Pilot – 5 to 10 meters (voice inaudible)
REMARK	Nil



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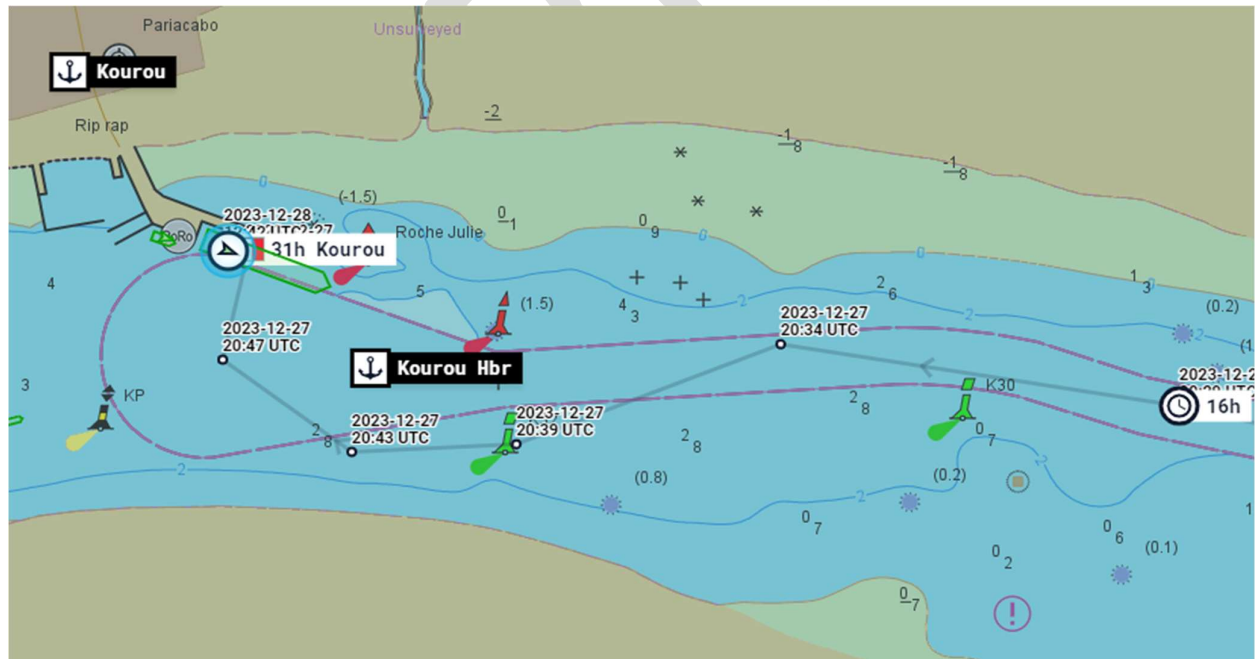
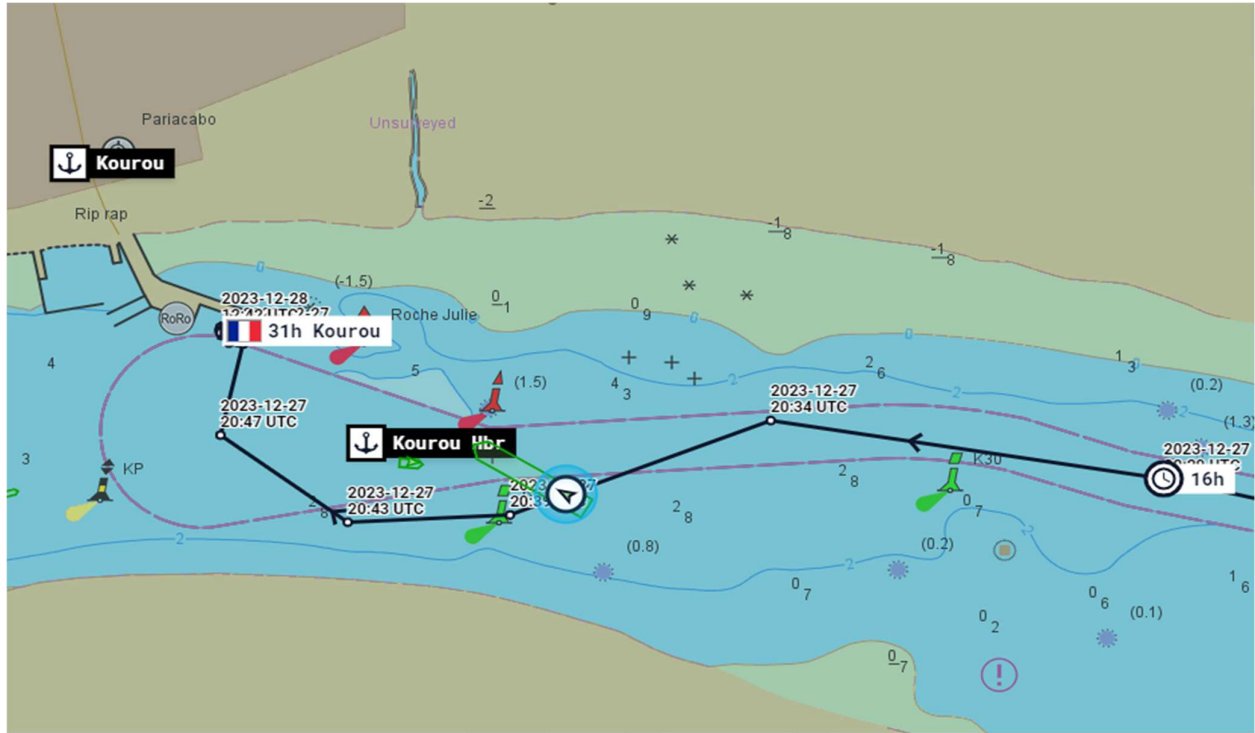


TIME	17:58 LT
HEADING	102.7°
COG	047.1°
SOG	1.4 KN
AUDIO	Master – How many meter Deck Team – 8 meter Pilot– Stop heaving forward Pilot - 5 meter move astern Aft Tug – Ok 5
REMARK	Communication between Pilot and Tugs from 1758 to 1812 LT



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OPERATIONS

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