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NAVIGATIONAL CAMPAIGN (MTMPL/QHSE/NAVIGATIONAL/01 of 2023)

SUBJECT: CONTACT INCIDENT WITH BERTHED VESSEL AND JETTY DURING RIVER TRANSIT

Vessel Name: **Zulu**; Oil Product Tanker
DWT: 12509 t; LOA: 135.22 m; Breadth: 20.4 m
Vessel was transiting Escravos river
Weather Conditions: SW x 1.5, Good Visibility

Bridge Team: The bridge team at the time of the incident comprised of the Master, Chief Officer, 2nd Officer, AB – Lookout and Pilot

Incident occurred, When Vessel Zulu was transiting a river passage and navigating a bend with two Vessels on her Port side.

As the Vessel Zulu was approaching a bend and had to clear the berthed Vessel Alpha on the port side, the pilot gave the command to hard starboard the wheel and bow thruster on full to starboard to clear the vessel. The vessel was not responding, and the master called the engine room and the request to the pitch to the maximum then she responded and cleared the vessel.

While clearing the Vessel Alpha on her Port side, the vessel Zulu was already close to the starboard side bank of the river. At the way point, the vessel was to turn to starboard in part of the channel that was further restricted with a berthed vessel on one side and the bank on the other.

As the vessel approached the bank on the starboard side at the alteration point, the bow moved away from the bank and the vessel quickly turned to port with a large and fast movement. Wheel was put on hard starboard and thruster on full to starboard she stopped responding and start going towards the bank on port side despite increasing the pitch to max, heading towards the vessel Beta. Subsequent actions taken by the pilot and bridge team to bring the Zulu back to the center of the channel. However, vessel Zulu could not prevent and made contact with the Vessel Beta on her Port Quarter and Further Contact with the Jetty Rupturing the Hull & Bunker Tanks off the Vessel Zulu.

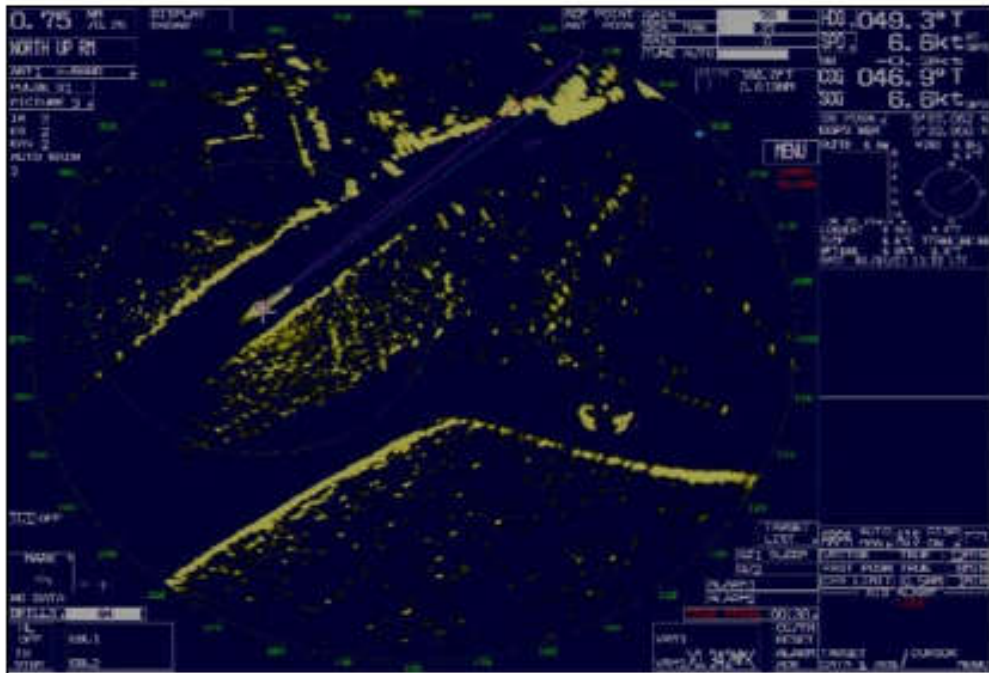
Below attached in continuation to this document are screenshots of the Radar Pictures for Visualizing / analyzing the actual scenario.

Probable cause Brain Storming: Identify probable causes / contributing factors which lead to the Contact / Allision incident.

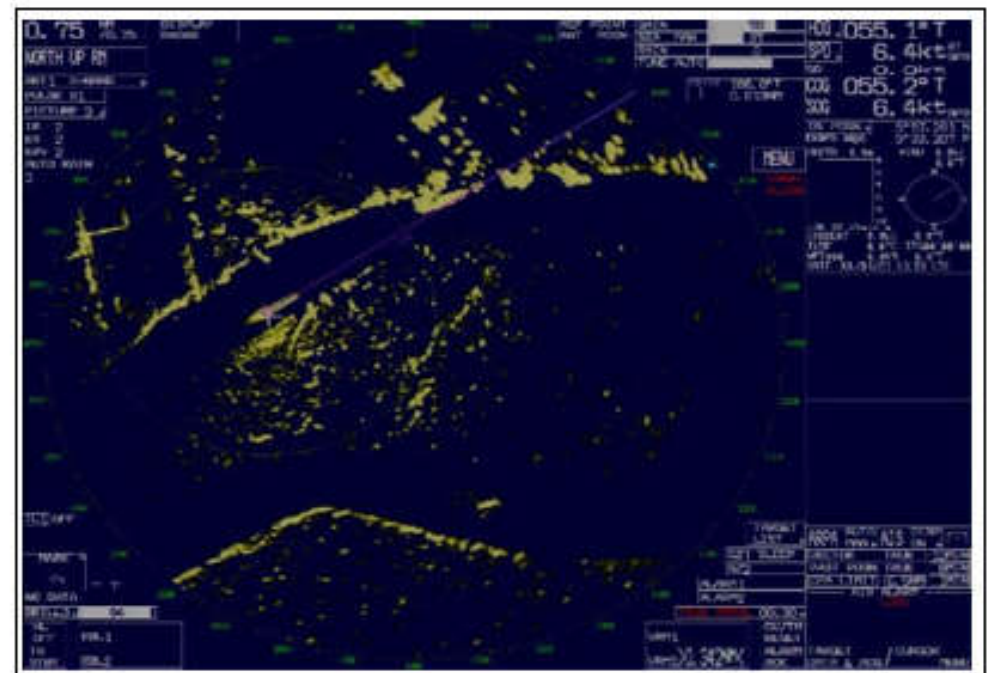
Discuss above scenario with all bridge team members and forward your feedback for

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

MTMPL - QHSE TEAM



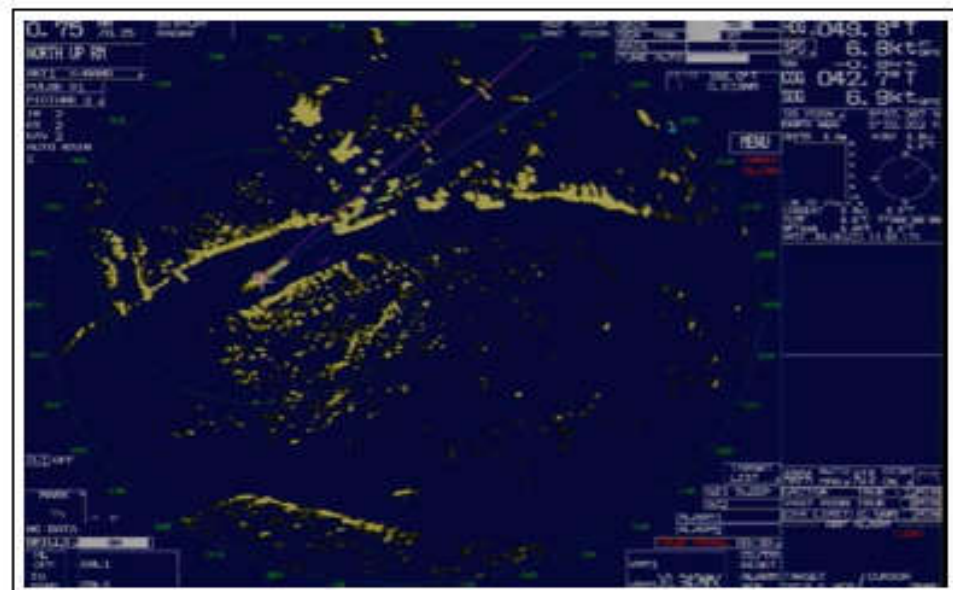
TIME	1355 UTC
HEADING	049.3°
COG	046.9°
SOG	6.6 Knots
OTHER VESSEL	Acquired Vessel Alpha berthed at port side.
AUDIO	Pilot – Stbd. 5 / H/M – Stbd. 5



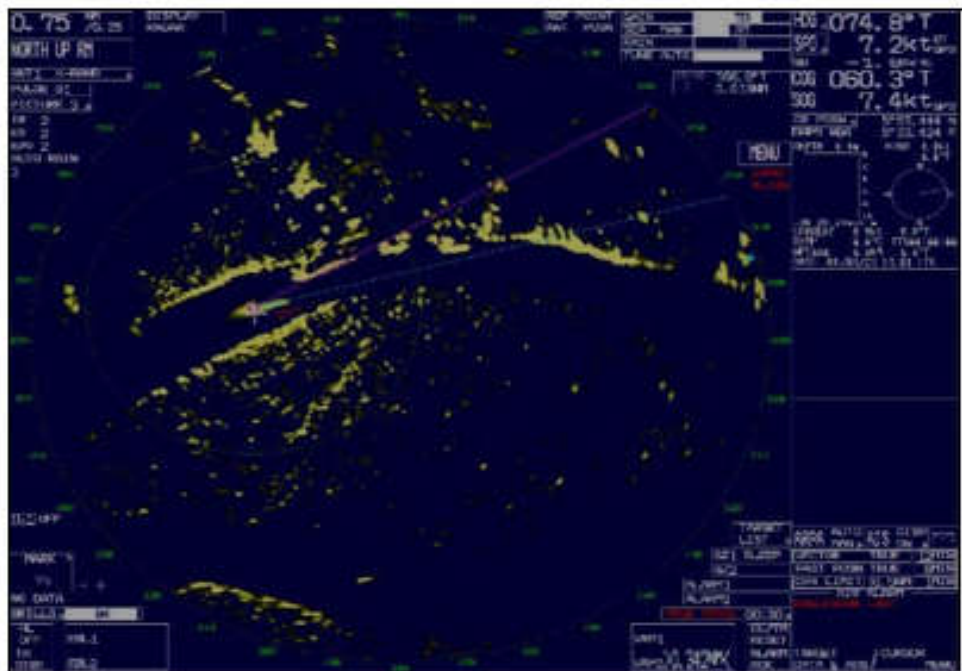
TIME	1358 UTC
HEADING	055.1°
COG	055.2°
SOG	6.4 Knots
AUDIO	Pilot – Hard to stbd. / H/M – Hard to stbd. Sir Pilot – Thruster to stbd. / OOW – Thruster to stbd. sir Pilot – Full ahead / OOW – Full ahead



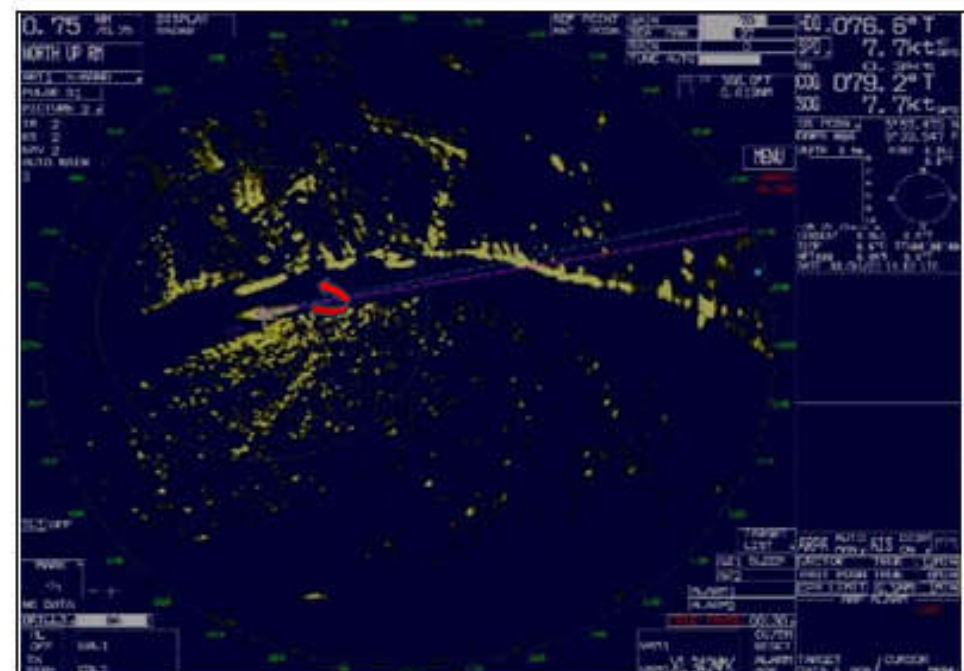
TIME	1359 UTC
HEADING	045.2°
COG	047.1°
SOG	6.6 Knots
OTHER VESSEL	Approaching Vessel Alpha
AUDIO	Pilot – Full ahead / OOW – Full ahead Pilot – Hard to stbd. / H/M – Wheel on full to stbd. Sir Pilot – Increase the pitch, Hard to stbd. Please quickly



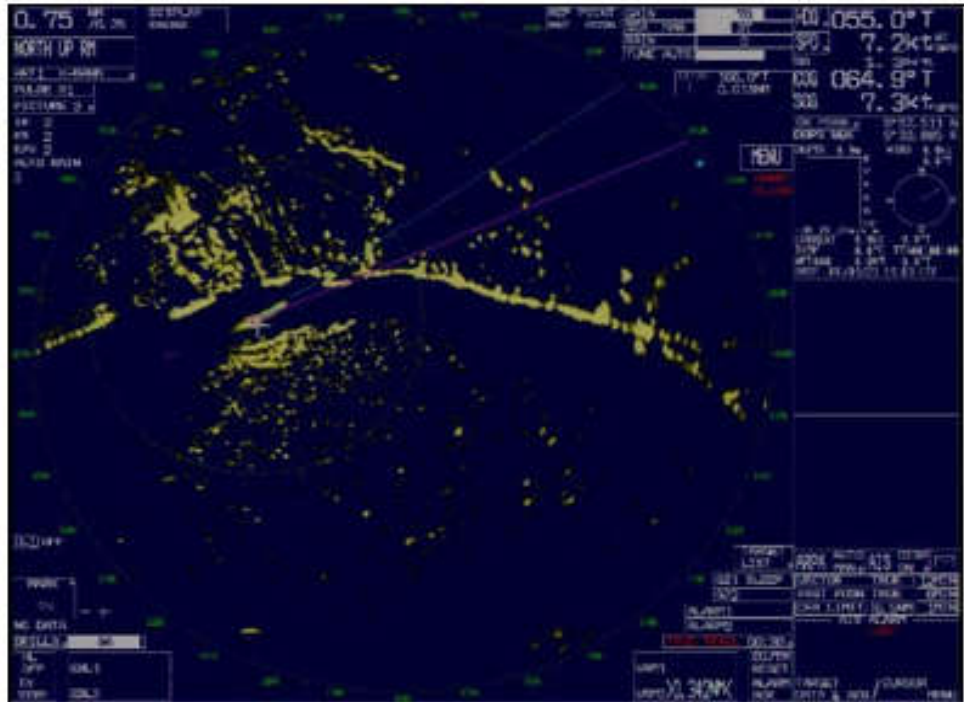
TIME	1400 UTC
HEADING	049.8°
COG	042.7°
SOG	6.9 Knots
OTHER VESSEL	Approaching Alpha
AUDIO	Pilot – Hard to stbd. / H/M – Wheel on hard to stbd. Sir Pilot – Midship / H/M – Midship Pilot – Hard to stbd. / H/M – Hard to stbd.



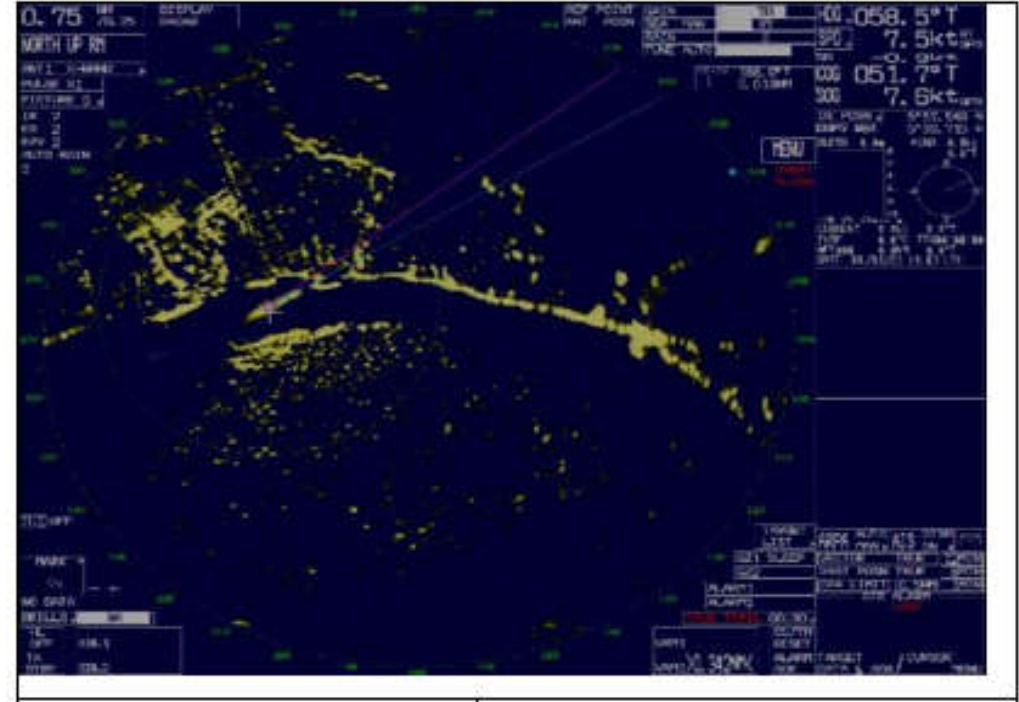
TIME	1401 UTC
HEADING	074.8°
COG	060.3°
SOG	7.4 Knots
OTHER VESSEL	Zulu passing Alpha very close.
AUDIO	Pilot – Keep clear, Full ahead / OOW – Full ahead sir Pilot – bow thruster full stbd.



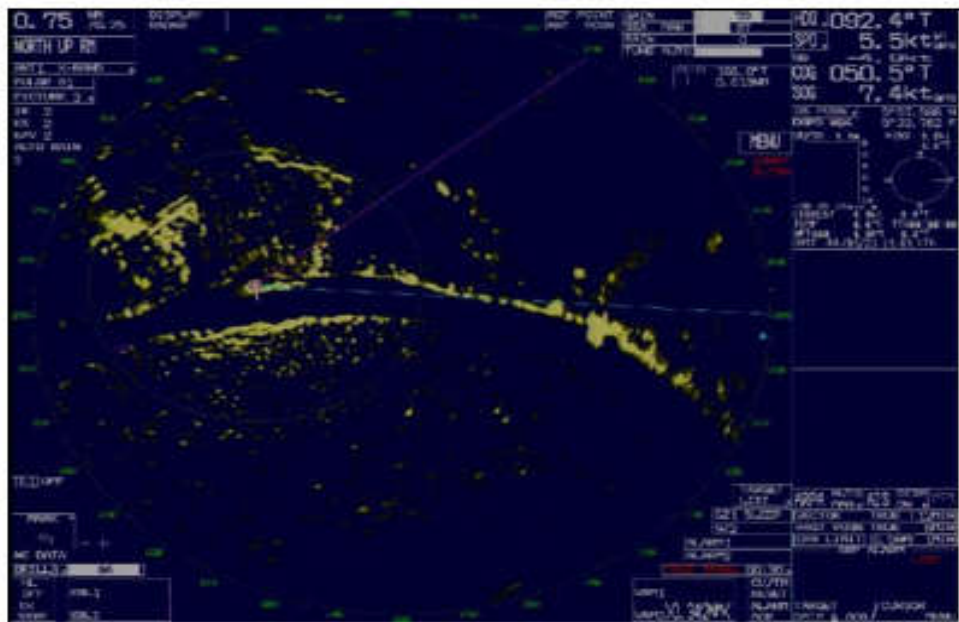
TIME	1402 UTC
HEADING	076.6°
COG	079.2°
SOG	7.7 Knots
OTHER VESSEL	<u>Vessel passing</u> Alpha from port side, closed onto starboard bank
AUDIO	Pilot – Hard to stbd. / <u>H/M</u> – Hard to stbd. Pilot – Stop thruster / OOW – Stop thruster sir



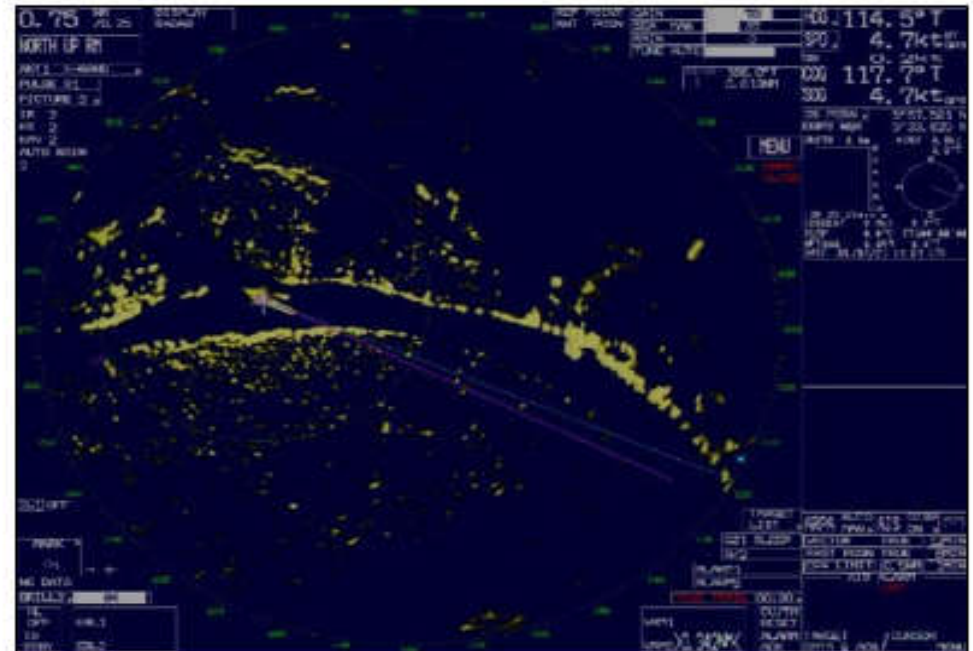
TIME	1403 UTC
HEADING	055.5°
COG	064.9°
SOG	7.3 Knots
VESSEL BETA	Right Ahead
AUDIO	Pilot – Hard to stbd. / H/M – Hard to stbd.



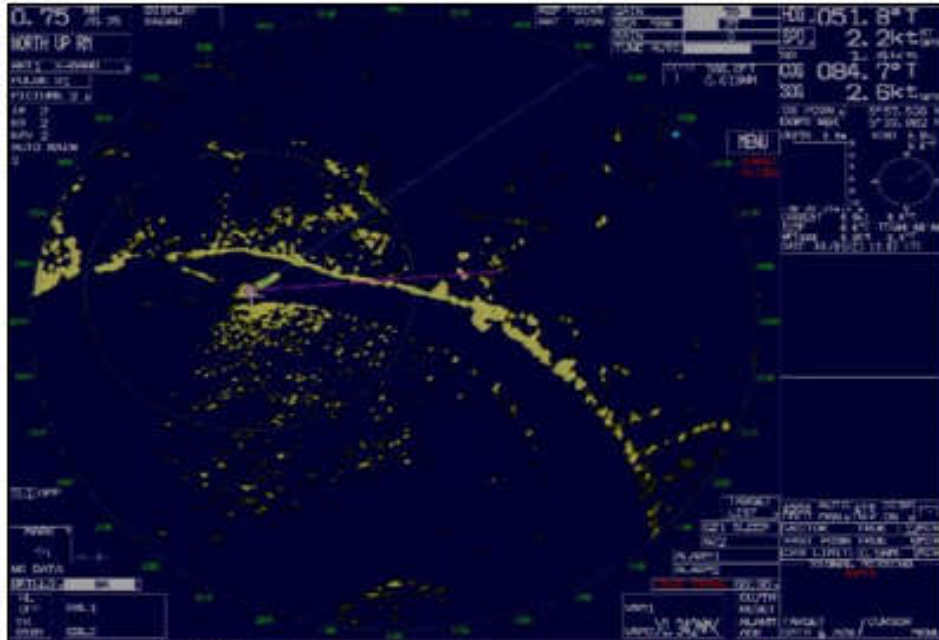
TIME	1403:30 UTC
HEADING	058.5°
COG	051.7°
SOG	7.6 Knots
VESSEL BETA	Very close to the bow
AUDIO	Master – Engine stop / Pilot – Don't <u>stop</u>



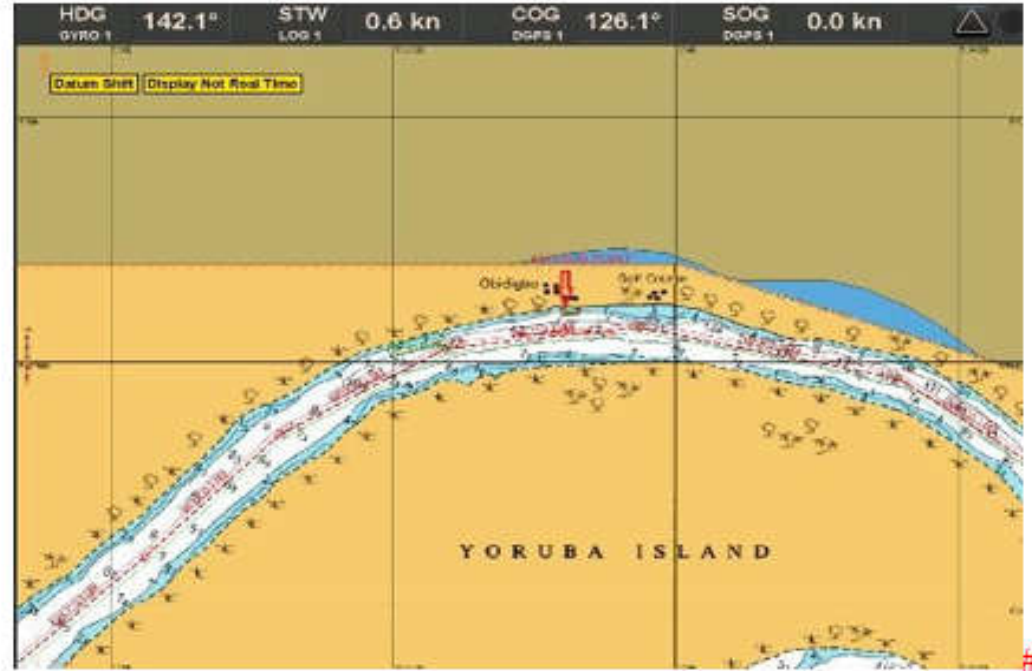
TIME	1404 UTC
HEADING	092.4°
COG	050.5°
SOG	7.4 Knots
OTHER VESSEL	Vessel Zulu Contact with port quarter of Vessel Beta
AUDIO	Master – Anchor / OOW – Anchor is <u>gone</u> Master – Anchor hang with this ship; we <u>have to</u> stop engine. / Pilot – Please don't stop. Pilot – Hard port / H/M – Hard port sir Pilot – Thruster Full to port / OOW – Full to port sir
MARK	Vessel Zulu <u>made contact with</u> Vessel Beta



TIME	1405 UTC
HEADING	114.5°
COG	117.7°
SOG	4.7 Knots
OTHER VESSEL	Vessel Zulu port quarter contact with Jetty / Pier
AUDIO	Pilot – Stop Thruster / OOW – Stop thruster Pilot – Hard to port / H/M – Hard to port <u>Sir</u> Master – Anchor is stuck with another ship, Stop Engine, Let Go Stbd. Anchor / OOW – Let go stbd. anchor



TIME	1407 UTC
HEADING	051.8°
COG	084.7°
SOG	2.2 Knots
OTHER VESSEL	Stuck Anchor in Vessel Beta accommodation
AUDIO	Alarm ringing no clear voice <u>heard</u> On PA System – Attention – 2 Muster station everybody come to bridge H/M – Midship OOW – Full to stbd. sir



Location marked by Red Arrow location of Collision