



Maritec Tanker Management

Incident Reports Details

Ship File No : N/A
Office File No : N/A
Form No : N/A
Issue : N/A
Revision : N/A
Rev Date : N/A

| | | | |
|-------------------|----------------|----------------|----------------|
| Vessel : Morbihan | Defect ID : 80 | NCR # : 3/2023 | Is NCR ? : Yes |
|-------------------|----------------|----------------|----------------|

Defect Details

On JANUARY 29, 2023, around 11:25 LT during the maneuver with the pilot on board at DDC, due to the very high tidal current, the ship scratched a mooring dolphin.

Requisition Code :

Categories

| | | | | | |
|-------------|----------|------------------------|--|---------------|------------|
| Primary : | Incident | Inspector - Internal : | | Vessel Dept : | Deck |
| Secondary : | Other | Inspector External : | | Office Dept : | Management |
| | | Inspection Date : | | | |

Applicable Dates

| | | |
|---------------------------|-------------------|------------------------------|
| Date Raised : 01-Feb-2023 | ETC : 08-Feb-2023 | Date Completed : 08-Feb-2023 |
|---------------------------|-------------------|------------------------------|

Other Details

| | | |
|--------------------------------|----------------------|-----------------------------|
| Priority : Urgent | Assigned By : Vessel | Verified By : Nawin Khaware |
| Display in Daily Meeting? : No | SFI : | Verified On : 09/Feb/2023 |

Causes

Due to the very high tidal current.

Corrective Action

The lateral speed of the ship due to the strong tidal current was reduced by using the bowthruster and the Azimuth Thruster.

Preventive Action

- The ship's speed control must be adjusted to the limit of the ship's manoeuvrability.
- If vessel berthing while strength of current is max then it's always advisable to use Tug during berthing/unberthing to control the lateral movement of the vessel.

Applicable Tags

Descriptions

Others

Root Causes- Job Factor

Inadequate Leadership and / or Supervision

Root Causes- Management Factors

Inadequate Monitoring / Supervision

Inadequate Training

Root Causes- Personal Factor

Situational Awareness

Direct Causes- Unsafe Conditions

Adverse Sea / Weather Conditions

Direct Causes- Unsafe Acts

Failure to Warn

Job Factors

Inadequate Supervision

Substandard Acts

Incorrect Navigation or Ship Handling

Substandard Conditions

Ship Movement

Follow Up

| On | By | Follow Up | |
|-------------|--|--|--|
| 09/Feb/2023 | Nawin Khaware | P&I has kept some lump-sum amount in the kitty to deal with the claim in case if any arises in future. Scratched section of paint will be repainted during next DD as it doesn't affect safe running of the vessel. Basis above, we will consider this incident as closed now. | |
| 02/Feb/2023 | Nawin Khaware | Investigation is going on. P&I have been notified reg incident, | |
| 01/Feb/2023 | Giorgica Mardaru Staff Code - 10548 - MST | Just scratching the ship's hull and the mooring dolphin. | |

Before & After Pictures

| Before | After |
|--------|-------|
|--------|-------|



