



## Maritec Tanker Management

### Incident Report's 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 : Viveka	Defect ID : 164	NCR # : 8/2022	Is NCR ? : Yes
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#### Defect Details

Vessel drafts at arrival 7.4 mtrs EK, Vessel's fwd part out of Jetty by around 50 mtrs.

- 1) Available depth during low water, kindly refer to the attached manual soundings picture for better understanding.
- 2) Vessel was sitting on the ground bottom at low water time and started to tilt heavily towards starboard and at around 0130 hrs suddenly made a sliding jerk on the vessel where the vessel bow moved out and then vessel had violent jerk which resulted aft springs parted one by one. Aft mooring winch uprooted first of all and then other mooring lines (2 springs + 1 breast line) in the aft started parting.
- 3) Vessel fallen back (No head lines in fwd, Aft springs/breast broken) and came very close to the vessel moored astern.
- 4) Emergency maneuvers/procedures followed to save the vessel from breaking away from the jetty.
- 5) After repeated requests to the agent and the Harbour master finally the tug assistance arrived at 0340 hrs and then we were able to bring the vessel closer as the tide was rising.
- 6) Poor fendering arrangements at the berth making vessel vulnerable to contact the jetty.
- 7) Mud and Rocks 20 mtrs Fwd of the Bow and shallow patches at Stbd side of the vessel about 70 mtrs away.

Requisition Code :

#### Categories

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

#### Applicable Dates

Date Raised : 04-Apr-2022	ETC : 20-Apr-2022	Date Completed :
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#### Other Details

Priority : Urgent	Assigned By : Vessel	Verified By :
Display in Daily Meeting? : No	SFI :	Verified On :

#### Causes

NOT ENOUGH DEPTH AVAILABLE AT THE JETTY  
NOT ENOUGH LENGTH AT THE PIER, VESSEL WAS 50M OUT OF THE JETTY WITH NO HEAD LINE BOLLARD AVAILABLE, ALL 6 LINES WERE SPRING LINES.  
POOR CONDITION OF MOORING WINCH FOUNDATION AND DECK PLATING UNDERNEATH  
DELAY BY THE TERMINAL AND THE CARGO SURVEYORS IN BEING READY TO RECEIVE CARGO, KINDLY REFER TO VESSELS SOF AND LOP ISSUED BY THE VESSEL FOR BETTER UNDERSTANDING.

#### Corrective Action

TUG ASSISTANCE.  
LIGHTERAGE OF VESSEL.  
BROKEN MOORING LINES REPLACED WITH TEMPORARY EYE MOORING LINES

#### Preventive Action

AVOID BERTHING AT BERTH NO. 1 WITH DRAFT EXCEEDING 6MTS, BERTH NO. 1 SHOULD BE PROVIDED WITH BOLLARD FOR PASSING HEADLINES  
 TUG TO BE STANDBY DURING LOW WATER  
 MOORING EQUIPMENTS SWL AND STRENGTH TO BE INSPECTED THOROUGHLY AND TO BE IN GOOD CONDITION.  
 VESSEL TO BE BERTHED 1 HOUR PRIOR MAX HW AND DISCHARGING TO COMMENCE WITHIN 30 MINUTES OF BERTHING TO GET ATLEAST 5 HOUR PUMPING OUT FOR LIGHTERAGE BEFORE MAX LW TIDE.

**Applicable Tags**

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**Before & After Pictures**

Before	After
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