Maritec Tanker Management

Incident Reports Details

Vessel : Biskra	Defect ID : 145	NCR # : 2/2023	Is NCR ? : Yes

Defect Details

On 4th July 2023 Vessel was transiting Escravos River with pilot on board, (Pilot Sierra). At 1500 hrs lt vessel was north of the youruba island on course 080(T) with speed 7 knts, with engine on half Ahead. Vessel was negotiating a narrow bend at youraba, pilot order port 10 to keep the vessel center of the channel at 1501 hrs lt ,and then midship followed by stbd 20, she started going to port side continuously with wheel on hard stbd and thruster on full to stbd, engine increased to full ahead at 1457 hrs lt, she stopped responding and start going towards the bank port side inspite of the increasing the pitch to max. At 1506 hrs lt vessel had allision with MT THOR which was along side to jetty. Found p/side hull damaged (7P DO tank ,HFO service tank,5P HFO,dent on midship section port side and 1P Ballast tank,dent on gunwale,Sopep locker vent,Loss of anchor Foxl railings port side.further damage investigation is in progress. P & I club and all concern parties are informed.

Requisition Code :

Categories

Primary :	Incident	Inspector - Internal :	Kamlesh Jalori	Vessel Dept :	Deck
Secondary :	Other	Inspector External :		Office Dept :	Technical
		Inspection Date :			

Applicable Dates

Date Raised : 05-Jul-2023	ETC : 30-Jul-2023	Date Completed : 30-Jul-2023

Other Details

Priority : Normal Defect deferred to DD	Assigned By : Vessel	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 02/Aug/2023

Causes

The main reason for incident could be attributed to following factors:
1. Vessel encountered strong tidal stream due spring tidal range on the date of accident
2. Improper aligning of bow prior reaching to the alteration point, which caused the vessel to get strong bodily push on port side of the channel and so vessel failed to execute starboard turn while wheel was put on hard to starboard.
3. Bow Cushion effect: When the ship is making headway, the positive pressure area builds up forward of the pivot point, whilst aft of the pivot point the flow of water down the ships sides create a low pressure area. If the ship comes close to a shallow area, the area experiences restriction and the resultant forces act mostly on the bow and work on a short turning lever forward of the pivot point. During the approach to the Alterations point at 1458 LT, the vessel was already close to the stbd side bank of the river. At the way point , the vessel was to turn to stbd. As the vessel approached the bank on the stbd side , at the alteration point, the Shallow waters in the area, caused the bow to sheer away from the bank and the vessel quickly turned to port with a large and fast movement.
As is evident from the VDR nalysis : the heading at 1458 LT was 055' and the Heading at 1459 GMT was 045'. At this time, the effect of the bank effect was noted and this caused the vessels bow to move quickly to port. The subsequent actions taken by the pilot and bridge team to bring the vessel back to the centre of the channel could not prevent the vessel from the contact with the MT THOR.
Contributory Factors:

1. Navigation through narrow and confined river passage - the helms wheel failed to respond on time when order was given for hard to starboard.
2. Over reliance on Pilot : Master failed to exercise his overriding authority, he informed pilot as vessel was moving with high speed of 7.4 knots and tried to get the concurrence of pilot to reduce the speed however Pilot denied & Master agreed to it.
3. Loss of situational awareness/Delayed or no action by BTM members – Due bow cushion effect, vessel had sharp turn to port and started heading towards bank with speed of 7.4 knots however no attempt was made either to reduce the speed or to drop the anchor.
4. Sluggish steering system.

Corrective Action

Immediate Action :

1. Dropped starboard anchor to minimize further contact and grounding of the vessel.
2. The portside anchor got caught up with the accommodation of MT Thor. The same was released from the bitter end.

Planned action:

1. Notification made to office, Class, Flag and all relevant parties. Office crisis room was activated and followed the vessel closely. The vessel was given continuous guidance and assistance.
2. Called emergency station, collision checklist completed, sounded all tanks.
3. Commenced transferring oil from breached bunker tanks to overflow tank to minimize the oil pollution.
4. Initial Damage assessment was carried out and confirmed vessel sustained damage on Port side i/w/o 1P WBT, HFO & Diesel tank.
5. Checked stability of vessel and compared the condition with damage stability graph, once vessel was in green zone then she picked up anchor and vessel proceeded to berth.

Preventive Action

Preventive action:

1. Refresher Training for the Bridge team Management / Under Pilotage and river navigation.
2. Reiterating the importance to to maintain a proper situational awareness on bridge.
3. Navigation Audit Campaign across the fleet with VDR analysis for vessels calling river ports frequently to identify shortcomings and prepare improvement actions, to prevent any reoccurrence.
4. Incident Sharing with Fleet for Fleetwide Training.
5. Navigation Safety Campaign to be launched across the fleet.

Applicable Tags

Descriptions
Allison
Damage to Vessel
Environmental Pollution
Root Causes- Job Factor
Inadequate Leadership and / or Supervision
Inadequate Tools and Equipment
Root Causes- Management Factors
Inadequate Monitoring / Supervision
Root Causes- Personal Factor
Improper Assessment
Situational Awareness
Job Factors
Inadequate Supervision
Personal Factors
Confusion or Panic
Substandard Acts
Operating at Improper Speed

Substandard Conditions
Ship Movement

Follow Up

On	By	Follow Up	
02/Aug/2023	Nawin Khaware	Vessel is under repair yard at Niger dock. As of now, investigation is over so this incident could be considered as closed mow.	
20/Jul/2023	Saimon Fernandes Staff Code - 10049 - MST	Pls find attached RINA class damage report	Link1
19/Jul/2023	Saimon Fernandes Staff Code - 10049 - MST	Pls find attached incident related documents	Link1 Link2 Link3 Link4 Link5 Link6

Before & After Pictures

Before	After