



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 : Biskra	Defect ID : 46	NCR # :	Is NCR ? : No
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Defect Details

While berthing at Sapele Ringardas Jetty Vessel drifted towards neighbouring Jetty 200m astern of Ringardas jetty causing starboard quarter baby fenders to touch the neighbouring jetty fenders to be displaced from her position due to prevailing following currents and lack of manouevering skills of Harbour Pilot call sign HOTEL which was overiden finally by Master keeping vessel clear and away from further damage.

Requisition Code :

Categories

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

Applicable Dates

Date Raised : 06-Jul-2021	ETC : 06-Jul-2021	Date Completed : 08-Jul-2021
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Other Details

Priority : Normal	Assigned By : Vessel	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 08/Jul/2021

Causes

Improper maneuver - Company had issued circular in June 2021 where it's clearly stated that vessel must stem the tide while berthing at Sapele in order to have full control on ship's movement and it's bow. However Bridge team fail to comply with this instructions and planned the approach to berth with following tide due which vessel lost the control over ship's maneuvering which led to such incident. Current was pushing the vessel in ahead direction and to control the speed of approach vessel was constantly giving astern movement, due engine going to astern vessel lost the control over bow which resulted in swinging of bow to port and the starboard quarter started coming closer to NEPA jetty and finally baby fender rigged on starboard quarter of own vessel went and hit the fender of NEPA jetty. Impact was slight however due load of the vessel jetty dolphin fender pushed upwad and got damaged. During interview with bridge team, it was revealed that Pilot's action berthing with following tide was not challenged by any of the bridge team members and that seems to be the root cause of whole of this incident.

Corrective Action

Following corrective action has been implemented:

1. Whole bridge team was reminded to comply with company circular while berthing at Sapele.
2. Bridge Team were advised to challenge the pilot's action as and when deemed necessary.
3. Bridge team were again reminded to comply with SMS chapter 5 and BPG guide.

Preventive Action

Following preventive actions were suggested:

1. Fleetwide message circulated and our other vessels were advised to comply with Sapele berthing circular whenever she is calling at this port.
2. Bridge team were advised to go through Safe navigational procedure and discuss salient features with all bridge team members.
3. As per vessel, Pilot Hotel was onboard while incident took place so we have banned this pilot from our vessels due his adamant nature as he was reluctant in turning the vessel before approaching the berth.

Applicable Tags

Descriptions

Allison
Root Causes- Job Factor
Others
Root Causes- Management Factors
Others
Root Causes- Personal Factor
Lack of Skill
Direct Causes- Unsafe Conditions
Others
Direct Causes- Unsafe Acts
Incorrect Navigation or Ship Handling
Job Factors
Not Applicable
Personal Factors
Lack of Skill
Substandard Acts
Incorrect Navigation or Ship Handling
Substandard Conditions
Other Unsafe Conditions

Follow Up

On	By	Follow Up	
08/Jul/2021	Nawin Khaware	Office Dept has been changed from "Operations" to "Safety".	
06/Jul/2021	Jason Jackie FERNANDES Staff Code - 10327 - 2/OFF	kindly find attached documents for your refrence.	Link1 Link2 Link3 Link4 Link5 Link6

Before & After Pictures

Before	After
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