



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 : Morbihan	Defect ID : 12	NCR # : 1/2022	Is NCR ? : Yes
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Defect Details

Black Out

At 1100 today, 3-rd Off increased the speed to avoid collision by increasing the ship's rpm on the Azipods. He did not check the minimum available power on the bridge console while increasing the rpm's and he caused the blackout. He called the captain to the bridge. The captain took manual control for Azipods and started hand steering on the Emergency Generator mode. The Chief Engineer restarted the Main Auxiliary Engines and ship's power back to normal.

Requisition Code :

Categories

Primary :	Incident	Inspector - Internal :		Vessel Dept :	Deck
Secondary :	Safe Working Procedures not Followed	Inspector External :		Office Dept :	Technical
		Inspection Date :			

Applicable Dates

Date Raised : 07-Jan-2022	ETC : 14-Jan-2022	Date Completed :
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Other Details

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

Causes

Not following the safety precautions and safety display information posted on the bridge console.

Corrective Action

Extra remaining lesson to be given to all navigators by Master and Chief Engineer

Preventive Action

Minimum available power has been marked by marker on the bridge power console

Applicable Tags

Descriptions

Electric Power Failure

Root Causes- Management Factors

Inadequate Training

Root Causes- Personal Factor

Improper Assessment
Direct Causes- Unsafe Conditions
Others
Direct Causes- Unsafe Acts
Instructions / Orders not Followed
Job Factors
Inadequate Work Standards
Personal Factors
Lack of Knowledge
Substandard Acts
Failure to Comply with Manufacturer's Operating Instructions
Instructions Specifically Given at the Time of the Task not Followed/ Understood

Follow Up

On	By	Follow Up	
09/Jan/2022	Nawin Khaware	<p>After carrying investigation, These are the findings Root cause analysis 1. Lack of knowledge/understanding - Bridge officer fail to understand the instructions regarding Engine power vs assigned power available in Electrical Busbar. Once load on M/E was increased to gain more ship's speed to avoid collision then suddenly load on Busbar went up however power demand could not be met with the running generators leading to electrical blackout. 2. Instructions not understood clearly - Instruction regarding availability of power is provided on the Main Engine Console however Watch officer could not follow the information which was readily available on the bridge.</p> <p>How to avoid recurrence: 1. Training imparted with all Bridge officers regarding availability of power and corresponding Max RPM of Main Engine. 2. For easy access, Bridge officers were advised to enter the available engine Power with marker on the Engine console so that same could be followed as and when need arises to do so. 3. Information reg available Engine power needs to be passed on to the next watch officer at the time of handing over. 4. Master to be contacted for any clarification whenever Duty officer is in doubt reg availability of M/E power.</p>	

Before & After Pictures

Before	After
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