



Vessel : Bitu Atlantic	Defect ID : 272	NCR # :	Is NCR ? : No
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**Defect Details**

Date : 07-Jun-2023  
Place : Dakar  
Berth : 91  
Length of the berth : 230Mtrs  
Total fenders : 9no  
Dist between 2 fenders : 25 mtrs  
Width of the fender : 0.90mtr  
Draft F: 6.40Mtr, A: 9.0Mtr  
Parallel body of a ship in partly loaded condition : 90Mtrs

V/I has pilot on board and 2 tug's fast, 1 tug fwd S shoulder & 1 Tug aft centrelead. Both the tugs were of 50T bollard pull. During berthing of the vessel when vessel was parallel to the jetty in position and 10mtrs outward from the berth, than pilot instructed both the tugs(in french language) to push(min power) the vessel to come alongside self asked what orders has been given and reminded to communicate in English. After the order found that aft tug already pushed but fwd tug has not started pushing which resulted in stern started swinging in & bow out which was immediately pointed out to pilot by the time action has taken by the fwd tug the aft curved ships hull (near break of accomodation) already contacted the jetty. Resulting in an indentation on the ship side as well as minor damage to the jetty.

Requisition Code :

**Categories**

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

**Applicable Dates**

Date Raised : 09-Jun-2023	ETC : 15-Sep-2023	Date Completed : 15-Jun-2023
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**Other Details**

Priority : Normal Defect deferred to DD	Assigned By : Vessel	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 19/Jun/2023

**Causes**

- 1) Pilot was communicating in French with the tugs.
- 2) Inadequate communication by pilot Master has to ask every detail about the berthing plan and implementation of plan.
- 3) Instructions of pilot is not followed by the fwd tug, response was late.

**Corrective Action**

- 1) Reminded pilot to communicate in English.
- 2) Immediately told aft tug to control the aft swing of the vessel.

**Preventive Action**

- 1) Follow SMS ( Follow Pilot card checklist. Working language between Bridge team and pilot, Pilot and shore team as per the pilot card is english language.)

**CONTRIBUTING FACTORS**

**Descriptions**

Damage to Vessel

**Root Causes- Job Factor**

Inadequate Work Standards

**Root Causes- Personal Factor**

Inadequate Communication

**Direct Causes- Unsafe Acts**

Instructions / Orders not Followed

Other Substandard Act(s)

**Job Factors**

Inadequate Supervision

**Personal Factors**

Inadequate English Language Skills

**Substandard Acts**

Failure to follow procedure

Failure to Warn Others of Intended Actions

Instructions Specifically Given at the Time of the Task not Followed/ Understood

**Follow Up**

On	By	Follow Up	
19/Jun/2023	Nawin Khaware	Job has been shifted to DD. Class has issued COC for this damage.	
14/Jun/2023	Nawin Khaware	Company has informed to class regarding this incident. Will transfer all these jobs to be completed at next upcoming DD.	

14/Jun/2023	Nawin Khaware	<p>Details of damages received from vessel are as follows :</p> <p>Ship side</p> <p>1) The indentation on ship side(Fr 42-43) &amp; Fr 46. (Find attached pics in FOLDER 1)</p> <p>Internal Damage(Seen from pumproom) (Side Longitudinal SL 10a)</p> <p>2) No.1 P HSFO tk (Fr 42) Buckling of Bulkhead plate.</p> <p>3) No.8 p WBT (Fr 43) buckling of bulkhead plate. (Find attached pics in FOLDER 2)</p> <p>Internal damage (In 8p WBT tk ) (Side Longitudinal SL 10a)</p> <p>4) Pic (8P WBT FR 43): Buckling of bulkhead plate (also shown the same buckling from proom side in folder 2).</p> <p>5) Pic(FR 46 8P WBT(1)) : Soft toe bracket bent at Fr 46.</p> <p>6) Pic(FR46 8P WBT OTHER SIDE) : Lug bent at Fr 46.</p> <p>7) Pic (FR47 8P WBT) : Welding cracked on vertical stiffener at Fr 47. (Find attached pics in FOLDER 3)</p>	
14/Jun/2023	Nawin Khaware	<p>After having discussion with Master &amp; basis analysis of all submitted evidence, Following are the identified root cause of this incident :</p> <ol style="list-style-type: none"> <li>1. Master-Pilot exchange was not effective</li> <li>2. Communication between Pilot &amp; Tug boats was in local language of French, So Master was unaware of the orders passed on by Pilot to Tug boats.</li> <li>3. Approach speed towards jetty was considerably high : Aft Tug was not controlled well as she was pushing hard resulting in gathering higher speed in athwartship direction by the vessel. Vessel does not have any means to control the speed in athwartship direction and during berthing vessel has to purely dependent on Tug boats to come alongside.</li> </ol> <p>Preventive Measures:</p> <ol style="list-style-type: none"> <li>1. Fleet wide awareness will be created to warn all our vessel Master to be vigilant and pay special attention towards approach speed of the vessel at the time of berthing.</li> <li>2. Ensure Master-Pilot exchange is effective and always ask pilot to communicate in English language while giving any orders to Tug boats/Bridge Teams.</li> <li>3. Bridge Team should remain alert during berthing/unberthing operation and monitor ship's approach speed properly and report to Master/Pilot as deemed necessary.</li> <li>4. Master should remain in command all the time and treat pilot as his adviser.</li> <li>5. Over-reliance on Pilot's action to be avoided.</li> </ol>	


**Before & After Pictures**

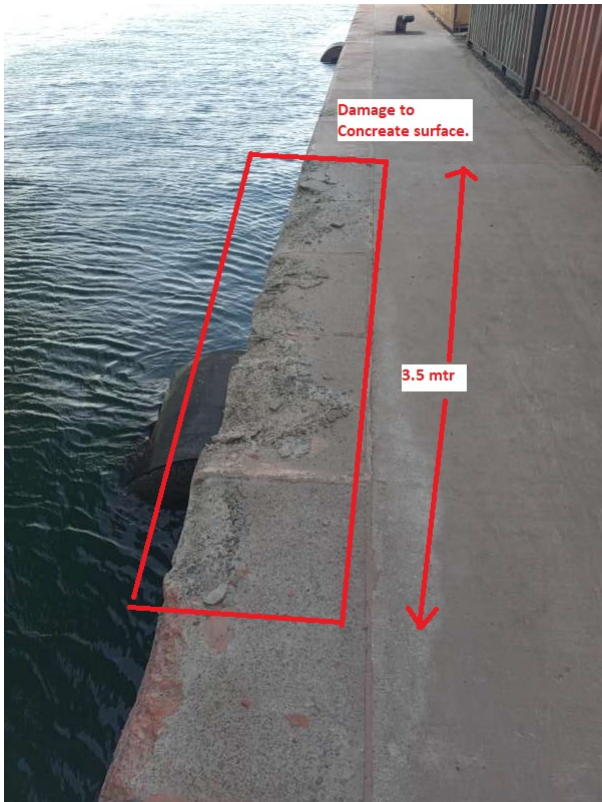
**Before**

**After**




Notification

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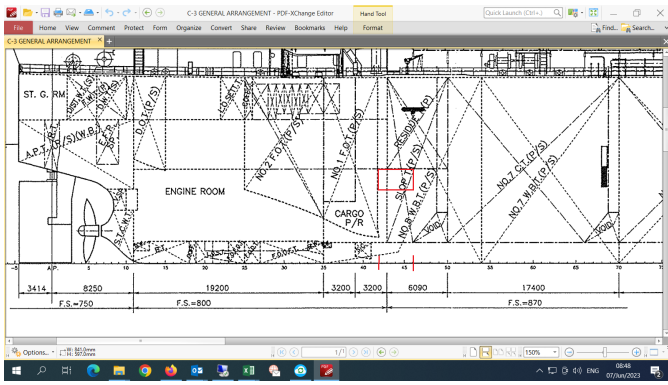
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