



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 : Bahama Blue	Defect ID : 89	NCR # :	Is NCR ? : No
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Defect Details

At around 07:22 HLT, 08th November 2021, during vessel manoeuvring (berthing) here at Kouro, French Guiana, vessel experience loss of propulsion due to (black out). Kindly find series of events: At 07:11 during vessel approach to berth using two main auxiliary engine, the propulsion power was reduce as vessel approaching berth. Alarm activated to both auxiliary engine, which always happening when reducing the RPM. Having very low load on main busbar at around 50kw to both engine, we decided to stop no. 3 auxiliary engine. At 07:22 hrs alarm for UPS power fail out, followed by series of alarms, general alarm to bow thruster, and trip of number 2 auxiliary engine which is on service causing black out. The same time number 3 auxiliary engine automatically started and come on load. Within a minute we have manage to drop stbd anchor and restore back the power to stbd main propulsion and bow thruster. At 07:54 Hrs vessel was safely alongside portside at SARA berth.

Requisition Code :

Categories

Primary :	Incident	Inspector - Internal :		Vessel Dept :	Engine
Secondary :	Other	Inspector External :		Office Dept :	Technical
		Inspection Date :			

Applicable Dates

Date Raised : 09-Nov-2021	ETC : 09-Nov-2021	Date Completed : 09-Nov-2021
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Other Details

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

Causes

Trip - off of running auxiliary engine on service / From low load to sudden increase of load.

Corrective Action

Dropped starboard anchor to avoid drift toward shore / bridge. Auto start of standby auxiliary engine, reset the frequency converter and manage to start starboard main thruster and bow thruster. Request to stanby the tug which was on the berth through the pilot.

Preventive Action

Always run two Auxiliary Engine in parallel during manoeuvring (ARRIVAL / DEPARTURE) regardless of low load in the main switchboard. After vessel was securely moored, meeting was held with concerned crew and discussed the incident and the measures to prevent reoccurrence.

Applicable Tags

Follow Up

On	By	Follow Up	
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Before & After Pictures

Before

F-375 / A-375

M/S BARRAMA BLUE Voy. V23/21 Date 08/11/2024
 Port KOUROU Arrived KOUROU BEZEL Departed _____

DEAD SLOW	AHEAD			STOP	ASTERN			DEAD SLOW
	SLOW	HALF	FULL		SLOW	HALF	FULL	
0430								
	01 hr Notice to ECR, B/Ws - ON.							
0445	All Bridge Equipment checked/turned on per SOLAS cu 05, Reg-26, All Alarms tested. - CL- B/1.10 completed.							
0500	Master on comm, B/W-IT							
0518	S.O.E, A2 tested out Arr/ast, B/7 - tried out.							
0518	Commenced heaving &							
0524	J. Aveigh, VSI underway.							
0645	POB, BN IV LAT 05° 14.63'N / 052° 35.65'W							
0652	Entering channel.							
0712	Approaching Berth (Slow down) 0723-DRP STBD							
0730	1st line Ashore / 1st0 Anchor secured							
0754	All fast, port side A's, mooring (2+2 full A's)							
0754	Pilot Away, B/W-IT, F/W E							
0818	Conquay Down, Master off comm B/W-IT							

After

