Maritec Tanker Management

Incident Report's Details

Vessel : Morbihan	Defect ID : 19	NCR # : 3/2022	Is NCR ? : Yes

Defect Details

Today during passage on the river one Azipod (the port one) trip, for few minutes, and we run with only one.We have been lucky far away from the river but still in the channel.
Chief Engineer reset the rpm setting from thruster room locally.
First :setting on both Azipods 230 rpm full ahead, then port start jumping from 230 to 120 and power from 90 to 50.Then Azipod rpm control switched off by self (no more control on rpm).But on the bridge display still 100 rpm, even when position zero or control given to ER and stopped locally.We decide to stop and start again but this does not work either from the bridge or from the ECR.Only from the thruster room, become possible.
Before this happen, I observed that rpms on port Azipods have been jumping from requests 230 to 120,why is difficult to say why only on port one.Additionally, the limit settings has been not activated. As per manual the Azipod system have a protection SLOW DOWN REQUEST if the any of given parameters has been activated.When rpms start jumping the load has been reduced ,but still jumping. I did not observe any too high load on the bridge indicator, however Chief Engineer reported that he saw the power reach 100 and trip.Both Azipods during hand steering has the same settings.but on the stbd nothing wrong happening.Vessel has been advised by pilot too run with full ahead which is equal to 230 rpm Due to tide window, shallow waters ,etc.

POB:1200,Cast of and commence river passage 1224-1442 in the channel.
Pilot off:1442.Azipod trip:1450 Azipod restored 1459.COSP 1500

Requisition Code :

Categories

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

Applicable Dates

Date Raised : 14-Dec-2021	ETC : 15-Jan-2022	Date Completed : 11-Jan-2022

Other Details

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

Causes

Equipment failure

Corrective Action

Service requested

Preventive Action

Service requested

Applicable Tags

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21/Jan/2022	Nawin Khaware	As one of the thruster was working satisfactorily so vessel managed to continue the transit with slower speed for next 10 minutes until power on Port thruster was restored back to normal. Vessel is having 100% redundancy on propulsion system. Consequences could have been worsen if vessel would have shifted out of the channel due strong set by current which would have led to incident like grounding and causing damage to ship's property, damages to environment as well Injuries to personnel. Luckily nothing happened as vessel manage to restore power on Port thruster back to normal within a span of 10 minutes. Investigation revealed that Thruster was not handled judiciously from Bridge as both thruster were used in manual mode instead of synchronization mode, later one offer a smooth maneuvering due load sharing on both Azipods. Additionally, at the time of incident, Bridge team had used only starboard Azipod with application of 30 degrees starboard alteration while both thruster were on max 230 RPM which caused abrupt rolling of the vessel and it appears that port thruster came out of water. Once port thruster was out of water then it started racing causing abrupt change in RPM and load and finally it was tripped. Preventive measures – 1. Thruster must be handled prudently. 2. Advisable to use both Azipods together while altering the course especially during river transit. 3. It would be prudent to use thruster at 80-85 % capacity while maneuvering so that sufficient buffer is maintained before power reaches to 100% and then to blackout stage.	

Before & After Pictures	
Before	**After**