



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 : 8	NCR # : 8/2021	Is NCR ? : Yes
-------------------	---------------	----------------	----------------

Defect Details

Mircea Somu 3/O
Lacurezeanu Vasilica A/B
Valvaroiu Sorin A/B

mt Morbihan

16.12.2021 0454 Georgetown Moring incident

During mooring station we had been on the poop deck ,together. On the bridge Master steering and using the azipods,and bow thruster,pilot from Georgetown and Ch/Off for communication.

As instructed by Master ship's mooring has been planned as follow-stbd side alongside :

-first fwd springs and aft springs by boat-secondly head lines and stern lines by boat-last loose ropes as a brest lines.When fwd and aft springs has been sent to shore by boat the head lines go by boat,

Master and ch off as per pilot advice give orders to sent the stern lines by boat.

Ships has been still a few meters out of terminal and the side distance to terminal has been in progress by azipods and bow thruster.The current direction has been from aft with force about 1.0 knot.

Third Off on the poop deck and 2 Off on the fwd has been adjusting the ships distance to the manifold by fwd and aft springs,and the same time AB Sorin was operating the stern lines winch ,and AB Vasilica

has been sending the stern lines to the boat.The boat size was 2 m very poor condition and no any communication except verbal with the boat,the boat has been equipped with very small engine.The

maneuvering of the mooring boat was a very slow and with technic "to use a minimum consumption of diesel",drifted by current,etc. Additionally the boat driver do not take the mooring lines to the

boat,only drive them in the water, and since the motor was running the ropes has been moved towards the dolphin.But suddenly the boat stop moving in the middle of the distance to the dolphins ,without

reason and our slacked stern lines come quickly to the propeller. Third Officer quickly try to pick up slack from the water together with AB's ,but was already too late. Incident has been reported to the

Master. Additionally, ropes has been sent to the shore by the same boat but this time operating normally with the mooring ropes inside the boat. Vessel has been securely moored. Captain call all aft

mooring team for investigation on the bridge. Captain inform us that he need to prepare incident report base on our testimony and that he will inform office and agent for help.

A/B S.V: 3/O : M.S.:

A/B V.L: CPT : Cezary Olejnik

Requisition Code :

Categories

Primary :	Incident	Inspector - Internal :	Vessel Dept :	Deck
Secondary :	Lack of Situational Awareness	Inspector External :	Office Dept :	General
		Inspection Date :		

Applicable Dates

Date Raised : 16-Dec-2021	ETC : 16-Dec-2021	Date Completed : 16-Dec-2021
---------------------------	-------------------	------------------------------

Other Details

Priority : Normal	Assigned By : Vessel	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 27/Dec/2021

Causes

External parties- mooring boat mistake

Corrective Action

Pilot to be briefed for better communication with mooring boats

Preventive Action

Better communication with mooring boat

Applicable Tags

Follow Up

On	By	Follow Up	
27/Dec/2021	Nawin Khaware	<p>Have carried out interview with all the personnel involved in aft Mooring station and also read through their statements, and finally arrived at following contributory factors which lead to such an incident :</p> <ol style="list-style-type: none"> 1. Mooring boat was underpower - Mooring boat was deployed to transfer the rope from vessel to shore dolphin, Size of mooring rope was very small and vessel was encountering astern current while passing the rope to mooring boat. As a general practice mooring boat had requested the vessel to maintain enough slack in the rope so that they could pull the rope from water as it will facilitate her moving uninterruptedly to shore. Due astern current (almost 1.0 knots) once enough slack was given the rope started flowing toward the astern part of the vessel nearing to the propeller area, This caused an excessive force being applied on the boat as the rope eye was tied up in Boat's bollard. Due excessive load on the rope, it didn't allow the boat to move as we suspect the boat was under power, so the boat also started drifting towards ship though her engine was running. Due astern push, ship's manifold alignment was getting difficult so bridge decided to use the ship's engine to fall back approx a distance of 20 M, During this time, ship's mooring was already lying the water and near the area of propeller so the rope got sucked into the water and this it got entangled in the propeller. 2. Unsupervised work - No proper assessment was made by the Aft mooring I/C reg how much slack needs to be maintained on the rope to avoid such incidents in future, there should be a close coordination between Mooring I/C and Boat I/C. 3. Improper communication between Bridge Team and Aft Mooring I/C : Bridge team had started the engine without giving any notice to the aft mooring station to enquire if mooring hawsers are clear from water or not. This is the prudent practice to check with the aft station prior starting the main engine during the course of mooring operation. 4. Lack of understanding - There appears to be a clear gap of understanding by Aft mooring station guys and by Bridge team members. Basic precautions were overlooked by the Bridge team prior engaging main propulsion system and so they fail to give due regards to the mooring operation. <p>How to avoid such incidents in Future :</p> <ol style="list-style-type: none"> 1. Follow safe mooring practices and use your best seamanship practices while attending mooring station. 2. Make all the effort and check the possibility of passing the ropes through heaving line/gent line provided shore should be having means to pull the rope for placing them on shore bollard. 3. There should be a proper communication between Bridge and Mooring I/C and Bridge Team must keep them aware of the intention whenever use of main engine is planned while mooring operation is going on as use of propeller might poses a huge risk on ship's propulsion system due presence of ropes in the water in astern part of vessel, this may lead to entanglement of mooring ropes with ship's propeller. 4. Maintain proper communication with mooring boat while they are engaged in mooring operation. 5. Discuss RA and carry out tool box talk prior carrying out any mooring operation. 	

21/Dec/2021	Nawin Khaware	Pls attach Final statement from both AB and 3OF who were present in the Aft station. In above Description, it's still not clear how come rope got intangled in the propeller and how boat was carrying the rope without putting rope eye on the boat. Please explain properly to establish the fact and determine on Root cause to implement proper control measures to avoid recurrence in future.	
-------------	---------------	--	--

Before & After Pictures

Before	After
---------------	--------------