



Maritec Tanker Management Private Limited

Incident Reports 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 : Kensington LG	Defect ID : 69	NCR # :	Is NCR ? : No
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Defect Details

Propeller fouled with mooring rope.

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-Mar-2024	ETC : 16-Mar-2024	Date Completed : 28-Mar-2024
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Other Details

Priority : Normal	Assigned By : Vessel	Verified By : Nawin Khaware
Display in Daily Meeting? : No	SFI :	Verified On : 04/Apr/2024

Causes

Poor communication among bridge team & pilot, Mooring hawser was lying in water and engine movement was given at same time which lead to this incident.

Corrective Action

Engine was immediately stopped and tried to pick up the mooring hawser from water. The rope was cleared with propeller with the help of mooring boat.

Preventive Action

Bridge team were advised to follow the instructions of Master during maneuvering and avoid taking direct orders from Pilot. Engine movement should not be given whenever ropes are lying in the water.

CONTRIBUTING FACTORS

Descriptions

Others

Root Causes- Job Factor

Inadequate Leadership and / or Supervision

Root Causes- Management Factors

Inadequate Monitoring / Supervision

Root Causes- Personal Factor

Inadequate Communication

Direct Causes- Unsafe Acts

Incorrect Use of Equipment or Machinery

Follow Up

On	By	Follow Up	
28/Mar/2024	Nawin Khaware	Upload some pictures of ropes and for the condition while rope was fouled in propeller or any relevant pictures. Also upload bridge arrival checklist/ Master pilot information checklist. Carry out one BTM training based on importance of having closed loop communication among bridge team members. and upload training sheet here.	
28/Mar/2024	Oleg Myronov Staff Code - 10630 - MST	BTM training conducted. Importance of having closed loop communication among bridge team members discussed. Uploaded training sheet.	Link1 Link2 Link3
17/Mar/2024	Oleg Myronov Staff Code - 10630 - MST	During mooring operations in St. Georges, Grenada on 15 March 2024 Vessel send two aft stern lines to boat. But bot picked up only one rope and start mooving to mooring buoy. I gave comand cuiqly pick up the second rope on board. Same time Pilot give comand to Chief officer "Dead slow Astern". I gave comand Stop Engine, but for this time propeller already turned and was fouled with mooring rope. I disscused with mooring boat team and they agreed to assist us to release propeller for one hundred dollars. They worked about 4.5 hours and finaly release propeller from mooring rope and Vessel able to sail. Unfortunately some part of rope was nessesary to cut. We lost about 20-25 meters of rope, but we steel can use it. The meeting about this incident was carried out with all Deck officers.	

Before & After Pictures

Before	After
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	B. 15.0 - FAMILIARIZATION LIST	Date : 01/01/2023
		Page : 1 of 1
		Made by : QHSE
		Approved by : GM
		Rev. No : 01

On Assignment To The Vessel

Vessel : KENSINGTON LG

All Officers / Ratings will Sign Below as Acknowledgement that they have been Understood .

BTM meeting was carried out, Discussed about the incident at Grenada.

- Importance of having closed loop communication among bridge team members
- Awareness and familiarity of mooring operations
- Understand of the mooring patterns.
- Introduction to company specific mooring guidelines. (Refer. SMS Ch. 6 17.3.1.)
- Safety precautions during mooring operations.

Date	Name	Rank	Signature
15.03.2024	POLAKOV JURIS	C/O	<i>[Signature]</i>
15.03.2024	JAYDEEP NAVIN	2/O	<i>[Signature]</i>
15.03.2024	DOURADO DERRICK SAVIO	3/O	<i>[Signature]</i>
15.03.2024	RAJ ROSHAN	1/O	<i>[Signature]</i>
15.03.2024	PADMANABHUNI SRIKANTH	BOSUN	<i>[Signature]</i>
15.03.2024	TANDEL JAYMINKUMAR MOHANBHAI	AB 1	<i>[Signature]</i>
15.03.2024	SAKLANI RAHUL	AB 2	<i>[Signature]</i>
15.03.2024	SAMBYAL VISHAB	OS	<i>[Signature]</i>



CAPT. MYRONOV OLEG
MASTER MT KENSINGTON LG

To be used as evidence of familiarization of various manuals, standing orders & filed as hard copy along with the Manual / Instructions

Notification



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