



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 : Morbihan	Defect ID : 103	NCR # : 1/2024	Is NCR ? : Yes
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Defect Details

On the date of December,27th 2023 vessel picked up pilot at 15.48 LT to proceed to Korou/Pariacabo berth for discharge operations.
When starting the approach to the last buoys before swinging the vessel, we passed buoy K30 at 17.31 LT, and when we approached the last green buoy K32 at 17.39 LT as the current was too strong and unusual as the pilot confirmed (apx. 2.5 Knts), the vessel had to swing to avoid moving forward as the speed was 2 Knts, and we had contact with buoy K32 at 17.40 LT who easily entered under the hull.
As the vessel was already swinging, we stopped the thrusters to avoid any damage and we used the tug boat to bring the vessel alongside.
See below a full-time sheet of the incident:
-POB – 15.48 LT
-K32 buoy approach – 17.39 LT
-K32 buoy contact – 17.40 LT
-First line ashore – 17.48 LT
-All fast – 18.00 LT
-Pilot off – 18.12 LT
In addition, there was also a tug boat in stand by for assistance, and it would have been much easier and we would have avoided the incident if the tug boat intervened. But the communication between the pilot and the tug boat was in French and I could not understand if he asked or not for his assistance.

Requisition Code :

Categories

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

Applicable Dates

Date Raised : 28-Dec-2023	ETC : 31-Mar-2024	Date Completed : 20-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 : 26/Mar/2024

Causes

Strong current, different than any call before. Improper assessment by Bridge Team.

Corrective Action

Informed to all parties concerned, vessel arrived safely at berth without using own engine and took the assistance from Tug boats. Followed up with terminal and Harbour Master.

Preventive Action

1. Bridge Team needs to follow BPG and Navigational guidance. 2. Master must command the vessel and use pilot just an assistance. 3. Bridge Team needs to be more alert while berthing/unberthing/transiting in channel.

CONTRIBUTING FACTORS

Descriptions

Damage to Vessel
Root Causes- Job Factor
Others
Root Causes- Management Factors
Inadequate Emergency Planning
Root Causes- Personal Factor
Improper Assessment
Direct Causes- Unsafe Conditions
Others
Direct Causes- Unsafe Acts
Other Substandard Act(s)
Job Factors
Not Applicable
Personal Factors
Not Applicable
Substandard Acts
Other Unsafe Acts
Substandard Conditions
Other Unsafe Conditions

Follow Up

On	By	Follow Up	
26/Mar/2024	Nawin Khaware	ETC has been changed from "31 Jan 2024" to "31 Mar 2024".	
15/Feb/2024	Valentin MITENKOV Staff Code - 10552 - MST	AWAITING OFFICE ACTION for this job has been changed to Yes	
15/Feb/2024	Valentin MITENKOV Staff Code - 10552 - MST	Safety Meeting conducted with full crew on 31.01.2024. Discussed Incident for Immediate action, Root cause and Action to prevent re-occurrence. Bridge Team instructed as per Investigation report by Company.	Link1

04/Jan/2024	Andrei Apostol Staff Code - 10482 - MST	See attached reports	Link1 Link2 Link3 Link4 Link5 Link6 Link7 Link8 Link9 Link10 Link11 Link12 Link13 Link14 Link15 Link16 Link17 Link18 Link19 Link20 Link21 Link22 Link23 Link24 Link25 Link26 Link27 Link28 Link29 Link30 Link31 Link32 Link33 Link34 Link35 Link36
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Before & After Pictures	
Before	After

8001	17:15:47.7	Alarm	BOW THRUSTER CTRL. COMMON ALARM
01008A	17:19:45.7	Status	0.0 Alarm! ATTENDED OUTPUT
01009A	17:19:45.7	Status	0.0 Off UNATTENDED OUTPUT
01009A	17:19:46.1	Status	0.0 On UNATTENDED OUTPUT
01009A	17:19:46.7	Status	0.0 Off UNATTENDED OUTPUT
4640	19:00:09.9	Alarm	VALVE REMOTE HPU COMMON ALARM
4615	21:23:27.7	Alarm	10 Normal CASCADE TK. LEVEL LOW
01008A	21:24:19.6	Status	0.0 Alarm! ATTENDED OUTPUT
01009A	21:24:19.6	Status	0.0 On UNATTENDED OUTPUT
4130	21:24:23.2	Alarm	0.0 Off NO.1 FO BOILER NO.1 F.W PUMP STBY FAULT
4113	21:24:25.1	Alarm	0.0 Alarm! NO.1 FO BOILER COMMON ALARM
4131	21:24:33.5	Alarm	0.0 Alarm! NO.1 FO BOILER NO.2 F.W PUMP STBY FAULT
4615	21:25:43.2	Alarm	0.0 Alarm! CASCADE TK. LEVEL LOW
4113	21:29:20.6	Alarm	0.0 Normal NO.1 FO BOILER COMMON ALARM
4113	21:29:23.5	Alarm	0.0 Normal NO.1 FO BOILER COMMON ALARM
4113	21:30:27.7	Alarm	0.0 Alarm! NO.1 FO BOILER COMMON ALARM
4113	21:31:00.6	Alarm	0.0 Normal NO.1 FO BOILER COMMON ALARM
4130	21:31:39.9	Alarm	0.0 Alarm! NO.1 FO BOILER NO.1 F.W PUMP STBY FAULT
4131	21:31:39.9	Alarm	0.0 Normal NO.1 FO BOILER NO.2 F.W PUMP STBY FAULT
4113	21:31:40.0	Alarm	0.0 Normal NO.1 FO BOILER COMMON ALARM
01008A	21:33:43.0	Status	0.0 Normal ATTENDED OUTPUT
01009A	21:33:43.0	Status	0.0 Off UNATTENDED OUTPUT
01009A	21:33:43.6	Status	0.0 On UNATTENDED OUTPUT
01009A	21:33:44.1	Status	0.0 Off UNATTENDED OUTPUT
01009A	21:33:44.1	Status	0.0 On UNATTENDED OUTPUT

Thursday, December 28, 2023, LT 02:40:15 A L A R M P R I N T			
4524	02:40:16.3	Alarm	MG HFO SAFETY FILTER DIFF. PRESS. HIGH
01008A	02:41:39.1	Status	0.0 Alarm! ATTENDED OUTPUT
			0.0 On

Notification



File Not Uploaded



Notification



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