



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 : Asphalt Teranga	Defect ID : 184	NCR # : 26/2023	Is NCR ? : Yes
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Defect Details

On 28 Sept 2023 while vsl safely anchored at Mangalia Anchorage in postn 43°49.88'N, 028° 42.59'E received instruction from Mangalia Port Control at 0545LT to heave up anchor and proceed for berthing. Weather condition at the time Wind Force 6-7 (NE), Wave 1.5 - 2m.

0630LT - ME ready / Master in Conn.

0736LT - Commenced heaving up anchor

0750LT - Anchor aweigh, Vsl on hand steering and proceeded to pilot boarding station

0900LT - Pilot onboard in postn 43° 47.48'N, 028° 36.22'E

At 0905LT in postn 43°47.7748'N 028°35.9091'E, COG:335.0°, SOG: 3.8kn, HDG:338.5°, STW:3.1kn, DPTH: 5.2m, observed some vibration from the aft part of the ship. Then at 0908LT, vsl stopped in 43°47.8774'N, 028°35.8294'E, COG:116.6°, SOG: 0.1kn, HDG:316.2°, DPTH: 2.7m. Vsl immediately engaged in astern propulsion but no success.

0910LT - Informed Harbour Master to provide tug assistance

0915LT - VDR data saved. GPS/ECHO sounder log saved. Safety rounds taken in E/Room, F'castle, Bow Thruster Room & Pump Room all okay.

0924LT - Tug fast aft to assist in pulling

1030LT - Informed Harbour Master to provide additional tug(s) for assistance

Vessel, cargo and crew Safe

1236LT - Tug CANAL SERVICE 9 fast AFT & Tug LIESTI 2 standby for pushing

1336LT - Tug LIESTI 2 fast FWD

1345LT - Tug LIESTI 2 cast off

1350LT - Vsl floated in postn 43°47.87'N 028°35.68'E

1430LT - First Line ashore

1440LT - All made fast

1440LT - Tugs cast off.

Safety rounds taken in E/Room, F'castle, Bow Thruster Room & Pump Room all okay

Requisition Code :

Categories

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

Applicable Dates

Date Raised : 28-Sep-2023	ETC : 28-Oct-2023	Date Completed :
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Other Details

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

Causes

1. Weather condition unfavourable - Wind Force 6-7 (NE), Swell 1.5 - 2m
2. Vsl was unable to maintain heading due heavy swell, and strong wind experienced from stbd quarter.
3. vessel was assisted with only one tug which was under power and so she was unable to bring the vessel heading back on charted track once vessel started drifting off the course line due bad weather.
4. Improper monitoring of passage & Lack of situational awareness. Due strong wind and heavy swell she was continuously setting towards shallow patch and finally she ran aground on her port bow area.
5. Improper assessment of weather - Port was closed due bad weather condition and it was supposed to reopen on 29th Sept (as advised by port control to vessel) however 28th/0400 vessel received instruction from port for Pilot boarding at 0600 hours. Vessel picked up anchor and proceeded to pilot station however she was finding difficulty in maintaining her heading due heavy swell & strong wind, still Master did not abort berthing & continued her passage to pilot station. Pilot boarded the vessel just at the mouth of breakwater as pilot boat was unable to arrive at the pilot station due heavy weather. Vessel was continuously drifting towards shallow patch to pick up the pilot as manoeuvring instructions were passed on by pilot from the pilot boat. Pilot boarded at 0900 LT and vessel ran aground at 0906 LT so the reaction time for aligning the vessel on charted track was not sufficient which led to this incident.

Corrective Action

1. Vessel tried to refloat by giving astern movement on engine however failed so requested with port for the assistance of two strong tug to pull her out from grounded position.
2. Vessel refloat with the help of 02 tugs and maneuvered safely to the berth.
3. Diving Team were arranged for carrying out underwater inspection to assess the damages.

Preventive Action

1. Assess the weather properly and abort berthing during unfavourable weather condition in case if vessel unable to maintain heading due heavy swell & bad weather condition.
2. Vessel should always ask for additional tugs to maintain the vessel on charted track in case if she is unable to maintain heading due bad weather condition.
3. Bridge should be adequately manned as per watch levels, Passage to be monitored closely by the bridge team during pilotage/berthing/unberthing operation or at sea.
4. use Parallel indexing technique for continuous monitoring & to maintain the vessel on charted track, use all bridge resources to execute and monitor a safe navigational passage.
5. BTM refresher training to be strengthen

Applicable Tags

Descriptions

Grounding

Root Causes- Management Factors

Inadequate Monitoring / Supervision

Root Causes- Personal Factor

Situational Awareness

Direct Causes- Unsafe Acts

Incorrect Navigation or Ship Handling

Job Factors

Inadequate Supervision

Personal Factors

Lack of Knowledge

Substandard Acts

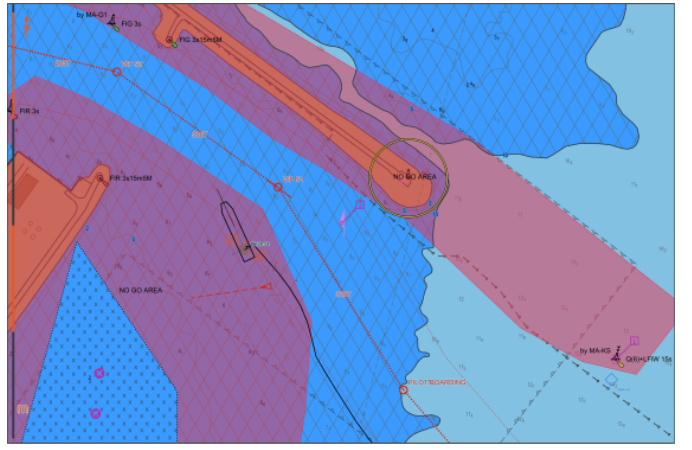
Incorrect Navigation or Ship Handling

Substandard Conditions

Hazardous Environmental Condition

Follow Up			
On	By	Follow Up	
28/Sep/2023	Petre Aboyan Staff Code - 10603 - MST	AWAITING OFFICE ACTION for this job has been changed to Yes	

Before & After Pictures



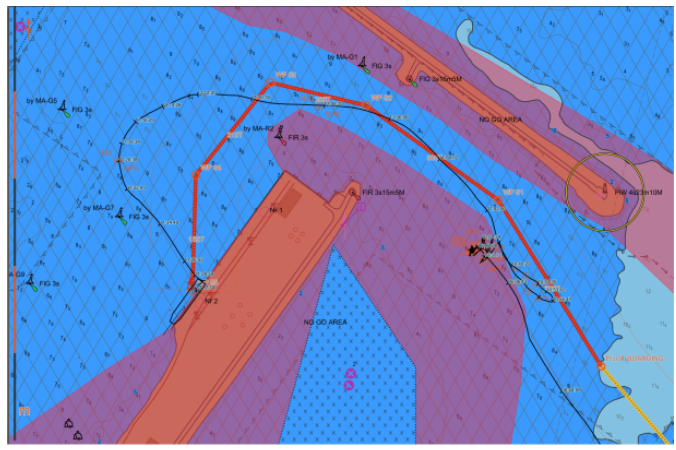
STATEMENT OF FOLLOWING THE GROUNDING INCIDENT OF MT ASPHALT TERANGA AT MANGALIA PORT ON 28 SEPT 2023

Before the incident, I was stationed aft preparing mooring ropes for berthing. Pilot embarked at 0900hrs while vessel approaching Mangalia Port breakwater. Few minutes after pilot boarded, I observed ship speed reduced but assumed pilot advised and shortly after vessel stopped at 0910hrs. I enquired what happened and was informed that vessel had grounded. Safety checks were immediately carried out in F'cstle room, BT room, Pumproom, E/Room bottom platforms all okay.

At 0912hrs, Master called me on the bridge and I immediately saved VDR data, ECDIS screenshot and Log. I also checked and observed that vessel went aground off the charted track and marked NO GO AREA. At 0920hrs, I returned to aft station to prepare lines for tug pulling. 0924hrs, Afr Tug ITALIA made aft and tried without success to pull out the vessel and in the process also damaged her towing hook.

At 1030hrs, Pilot requested for tug assistance from the Harbour Master. 1236hrs, two tugs arrived, secured one at aft centre lead and other at portside forward of accommodation main deck. After many trials, tugs successful pulled out the vessel and floated at 1350hrs and vessel was safely maneuvered to berth with two tugs assistance. 1440hrs, vessel made fast to berth no.2 with mooring arrangement (3+2) forward and aft and further inspection/investigation followed.

Terimade Joshua O.
 Terimade Joshua O.
 2nd Officer



MARITEC TANKER MANAGEMENT PVT. LTD. MOVEMENT / BELL BOOK		MARITEC TANKER MANAGEMENT PVT. LTD. MOVEMENT / BELL BOOK			
Date	Time	Remarks	Date	Time	Remarks
28.09.2023	1836	Tug CANAL SERVICE 9 made fast aft. Tug LIESTI 2 standby for pulling.	28.09.2023	1706	1hr Notice to 7:15 AM
	1836	Tug LIESTI 2 made fast fwd.		1706	All mooring equip tested OK
	1835	Tug LIESTI 2 cast off		1707	Stump pass fast on port side as per B.I. 301.
	1835	VESSEL FLOATED IN POSITION		1706	POB. BVL - 4.
	1835	4 = 42°47'37"N, λ = 028°35'03"E		1710	Pilot / Master exchange of formalities
	1835	17 LINE AHEAD		1718	Forward tug made fast, aft tug made fast
	1840	ALL LINES MADE FAST		1730	ALL LINES OUTWARD
	1840	Tugs cast off / ANNAS DEP.		1732	D. S. Astern
	1850	Feed Prodsig granted / FR		1733	S. Astern
	1850	Authorization on board PIF 30		1734	SE
	1850	Arrival formalities completed		1736	D. S. Ahead
	1850	Harbour Authority notified		1736	Tug cast off aft.
	1850	Inspection Completed		1741	Forward tug cast off
	1850	Completed inspection		1742	Pilot away
				1748	H. Ahead
				1750	F. Ahead



STATEMENT FOR DUTY OFFICER CASHIE KHANZIO

At 0750 LT, I was on bridge to relieve chief officer on watch at that same anchor was away.

0800 LT: I took watch from chief officer, Vessel position was $\phi = 43^{\circ}49,38'N$; $\lambda = 028^{\circ}42,21'E$; Hdg = 283,5; SOG = 6.5kn

The vessel proceeded to pilot station, and we communicated with Mangalia Harbour Master on VHF CH 67 for Pilot VHF CHS. Same anytime ship's position was recorded at GPS; ECHO SONDEUR AND ECDIS each 10 minutes.

0855 LT: Pilot approached, Master told to go pick up pilot at ladder and bring him at bridge.

0900 LT: Pilot onboard, vessel position was $\phi = 43^{\circ}47,46'N$; $\lambda = 028^{\circ}36,22'E$; Hdg = 325,2; SOG = 4,7 kn.

0902 LT: Pilot was at bridge and exchange information with Master; the duty AB was on wheel.

By that time pilot gave order to AB for keeping clear the breakwater in our starboard side due to the bad weather and we was close that breakwater. The Master was on pitch.

0906 LT: Ship get some vibration from aft part in position $\phi = 43^{\circ}47,83'N$; $\lambda = 028^{\circ}35,87'E$; Hdg = 319,4; SOG = 4,1 kn.

0908 LT: Ship stopped in position $\phi = 43^{\circ}47,83'N$; $\lambda = 028^{\circ}35,87'E$; Hdg = 316,2; SOG = 0,1 kn.

Immediately, Master told pilot we losted with vessel was stopped, pilot tried full ahead, full Astern no success. We informed the Mangalia Harbour Master situation and requested assistance for tugs.

1236 LT: Tugs arrived and made fast, commenced the operation.

1350 LT: Vessel floated in position $\phi = 43^{\circ}47,83'N$; $\lambda = 028^{\circ}35,68'E$.

1440 LT: Vessel moved at berth 2B portside alongside.

J/o Cashie

From,
 Barri Srinuvasa Rao
 M.T Asphalt Teranga
 Mangalia
 30-09-2023

To,
 The Maritac Tanker Management

Dear Sir,
 I am Barri Srinuvasa Rao, working as a Able Seaman in your vessel M.T Asphalt Teranga. Day Before yesterday our vessel grounded in Mangalia Port Channel during the berthing time. I carry Bridge watch on that time. I follow all the orders which Pilot give to me, in presence of Master.

Thanking You,

yours Sincerely,

BS Srinuvasa Rao



	B. 7.70 – GROUNDING CHECKLIST	Date : 01/01/2023
		Page : 1 of 2
		Made by : CHSE
		Approved by : GM
		Rev. No : 01

Vessel Name : Asphalt Taronga Date/Time : 28/09/2023 0920LT
 Port / Position : Monqulia - 43° 49' 57" N, 028° 35' 53" E

1) General Alarm Activated
 Note: PA Announcement/Stop Engines/Close W/T Doors

2) Lights/Shapes Displayed

3) Deck Lighting ON

4) VHF Communications Established 4k 16 | 67

5) Ship Position Updated Every 5mins

6) Tank/Bilges Sounded

7) Urgency/Distress Message (As Applicable) Broadcasted

8) Local Current/Tides Known

9) Evaluate Following:

<input checked="" type="checkbox"/> a) Any Injury to Crew	<input checked="" type="checkbox"/> b) Structural Damage	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> c) Status of Engine Room	<input checked="" type="checkbox"/> d) Risk of Pollution	<input checked="" type="checkbox"/>
Note: Propulsion / Steering Intact		
<input checked="" type="checkbox"/> e) Watertight Integrity	<input checked="" type="checkbox"/> f) Risk of Fire	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> g) Risk to Cargo	<input checked="" type="checkbox"/> h) Nature of Seabed/Depth	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> i) Visibility & Wx. Conditions	<input checked="" type="checkbox"/> j) Salvage / Towing requirement	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> k) Speed at Grounding Time	<input checked="" type="checkbox"/> l) Draft Before Grounding	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> m) Ability to Refloat	<input checked="" type="checkbox"/> n) Stability Data	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/> o) Load Distribution Prior Grounding		<input checked="" type="checkbox"/>

10) SOF of Bridge Team Record
 Note: Refloating Options by Load Transfer – Share with Office/SERS

11) VDR Data Save

To be completed as required and forwarded by E-Mail & filed as hard copy on Bridge 7.70 folder



Notification

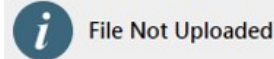
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Vessel Name : Asphalt Taronga Date/Time : 28/09/2023 0920LT
 Port / Position : Mongalia - 43° 49' 57" N, 028° 35' 53" E

- 1) General Alarm Activated
Note: PA Announcement/Stop Engines/Close W/T Doors
Displayed
- 2) Lights/Shapes ON
- 3) Deck Lighting ON
- 4) VHF Communications Established 16/167
- 5) Ship Position Updated Very Small
- 6) Tank/Bilges Sounded
- 7) Urgency/Distress Message (As Applicable) Broadcasted
- 8) Local Current/Tides Known
- 9) Evaluate Following:
 - a) Any Injury to Crew
 - b) Structural Damage
 - c) Status of Engine Room Note: Propulsion / Steering Intact
 - d) Risk of Pollution
 - e) Watertight Integrity
 - f) Risk of Fire
 - g) Risk to Cargo
 - h) Nature of Seabed/Depth
 - i) Visibility & Wx. Conditions
 - j) Salvage / Towing requirement
 - k) Speed at Grounding Time
 - l) Draft Before Grounding
 - m) Ability to Refloat
 - n) Stability Data
 - o) Load Distribution Prior Grounding
- 10) SOF of Bridge Team Record
Note: Refloating Options by Load Transfer – Share with Office/SERS
- 11) VDR Data Save

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Notification



- 12) Initial Emg. Report to Company Send
Note: Use Form B7.00
- 13) SITREP Report to Company Update
Note: Use Form B7.01
- 14) Update Following:
 - a) Local Agency
 - b) Owner
 - c) Charterer
 - d) Operator

Remarks:

OOW Rank : JLO OAH/E/MS/1

Sign : [Signature]

Sign : [Signature]

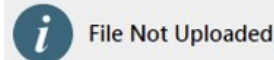
Name : Pats Abayom

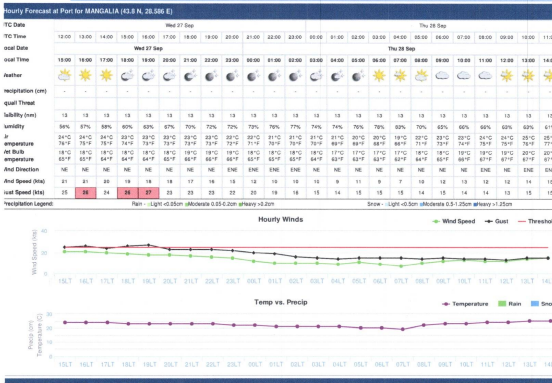
Master Name : [Signature]

Stamp : [Signature]

To be completed as required and forwarded by E-Mail & filed as hard copy on Bridge 7.70 folder

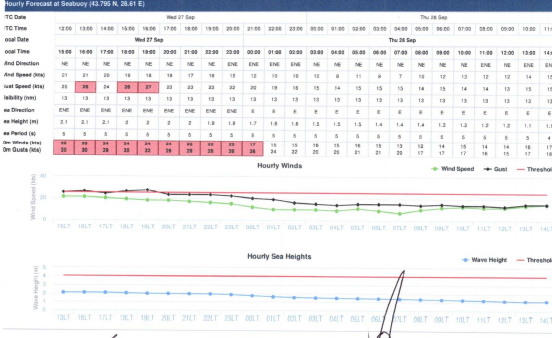
Notification





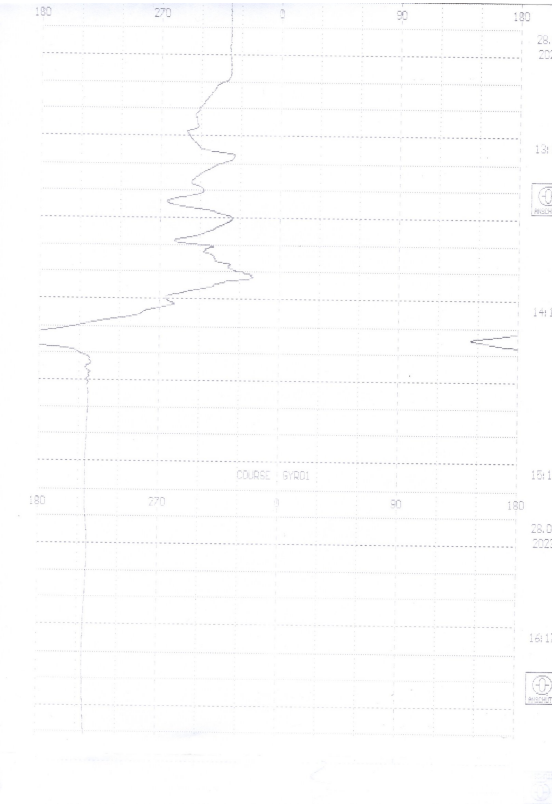
Notification

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Hourly Winds: Wind Speed, Gust, Threshold

Hourly Sea Heights: Wave Height, Threshold



Notification

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