



Maritec Tanker Management

Near Miss 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

Guidance:

- 01) Please do not mention any names in the near miss report.
- 02) The confidentiality will be maintained by removing the name of the vessel when the report is circulated to the different vessels in the fleet.
- 03) NOTE: ADDITIONAL INFORMATION IF REQUIRED TO BE ADDED IN A SEPARATE SHEET AND ATTACHED TO THIS REPORT.

Vessel : Bitu River

Defect ID : 29

Defect Details

During berthing at Durban port, Maydon #- 7. When vessel planned the final approach to berth. Officer assigned to forward station reported that the container terminal crane boom distance from the bow was decreasing and might not have enough space for the vessel to come alongside. Bridge team informed the pilot and pilot instructed the terminal to raised the boom. Vessel approached the berth slowly until alongside and well secured to the berth.

Requisition Code :

Categories

Primary :	Near Miss	Vessel Dept :	Deck
Secondary :	Safe Working Procedures not Followed	Office Dept :	Operations

Applicable Dates

Date Raised : 24-Jun-2023

Date Completed : 30-Jun-2023

Other Details

Priority :	Normal	QMS Elements Ref :	- SELECT -	Verified By :	Nawin Khaware
Show in Monthly Safety Meeting? :	No	SFI :		Verified On :	04/Aug/2023
Potential to become a serious accident : High			Recurrence : Low		

Causes

Terminal designed not solely for tanker vessel but also for general cargo vessels. Terminal did not keep additional safe margin distance to keep the hanging obstruction well clear for our vessel for berthing.

Corrective Action

Proper coordination with pilot and terminal. Good communication with all

Preventive Action

Pre -arrival information exchange between vessel and port. Always approach the berth with safe speed taken into consideration any obstruction on the berth. Good communication / reporting system with all mooring stations to the bridge.

Applicable Tags

Root Causes- Job Factor

Inadequate Leadership and / or Supervision

Direct Causes- Unsafe Conditions

Inadequate Warning System

Substandard Acts

Improper Placement

Incorrect Navigation or Ship Handling

Follow Up

On

By

Follow Up

04/Aug/2023

Nawin Khaware

This Near miss report could be considered as closed out now.

Before & After Pictures

Before



After

