

Marine Safety Flash

A16-35 (14th September)

Vessel runs aground

Incident Overview

The OOW had completed the required checklists and all machinery was tested to the satisfaction of the bridge and engine room team. After pilot boarding the vessel, the Master and Pilot had a short information exchange. The vessel's draft was about 5.0mtrs with adequate UKC of > 1m for the passage to wharf. It was calm weather with good visibility; tide was ebbing at approx. 2knots in a SSW direction.

Vessel was making way through water at a speed of 5-6 knots. When vessel was around 150mtrs from berth, vessel speed was reduced and Master swung the vessel to starboard and started manoeuvring the vessel towards the wharf. Around 50mtrs from the wharf, Master noticed that vessel was not responding to his engine commands, multiple alarms commenced sounding and the vessel's stern started swinging out to port with the bow to starboard. Bow thrusters were used to guide the bow away from the wharf and slow down the swing to starboard. Amidst correcting the vessel movement and panic within the bridge team, emergency stop for bow thrusters was activated.

The port anchor was dropped in the water. Vessel swung to the tide but was still drifting, Master called to drop the second anchor. However, vessel drifted to ebb tidal currents and grounded 400m SSW of the wharf. No breach of hull or pollution was reported.

Vessel re-floated during high tide. Investigation and sea trials were conducted to test vessel operational status prior departure from port.



Key Findings

- Attempts were made to re-float vessel by using her anchors as well as assist vessel without success.
- Incident Reported to all concern parties as per guidelines.
- All tanks and voids spaces checked for any breach of integrity, all found to be intact.
- As contingency measure oil spill response was activated and oil booms deployed around the vessel.

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Recommendations

- The crew must understand the importance of adherence to the bridge team management procedures.
- Effective and closed loop communication between the bridge and engine room team is essential.
- Anchors to be on standby when arriving/departing port or during restricted passages.
- Bridge Team should be effectively trained in emergency procedures and contingency controls of all bridge equipment.