

M.V. ADREKNI

IMO No. 7411868

Collision

Location: Mumbai Harbor, India

Date of incident: 20 November, 2007

Summary



The vessel was swinging in close proximity of approach channel and anchorage area of Mumbai harbor for magnetic compass adjustment. Another vessel, an inbound tanker, M.T.Lance Naik Karam Singh with pilot on board was transiting the channel. On completion of compass adjustment when she was on her way back towards the allotted anchorage berth, she collided with the tanker making contact of her starboard side forecastle deck with port quarter of the tanker. Consequently M.V.Adrekni dropped anchor for investigation and repairs.

Causal Factors

- Passage plan and relative shipboard practices were not prepared for the operation and the Bridge team was unaware of the master's intentions.
- The Master did not object to the congested area chosen for compass adjustment and proper assessment for suitability of the location for compass deviation was not carried out..
- There was no communication between the pilots or Masters of both vessels in regards to safe navigation and to avoid close quarter situation.
- The pilot did not brief the bridge team of his intentions.
- A trainee navigating officer was given the entire responsibility of monitoring the vessel's movement, while master was busy with compass adjustment.
- There was no other responsible and competent person on Bridge to assist in navigation or monitoring of target.
- The Pilots on both the vessels did not assess the close quarter situation by sight and navigational aids, even the visual aspect of vessels was not judged.
- The Bridge team lost visual contact during the course alteration due to the obscured visibility abaft the beam due wheelhouse design.
- There was no dedicated look out posted.
- Action taken by Master was to minimize the impact of the contact rather than to avoid the collision.
- To an extent there was breakdown of the Bridge Team on both the vessels involved.
- There was an obvious lack of situational monitoring on both vessels.

Lessons Learnt

- An operation such as Compass Adjustment, where vessel is required to maneuver on specific courses, should be precisely planned.
- The vessel should proceed to location with enough sea room preferably open sea for compass adjustment.
- For critical operations, the allocation of duties to the Bridge Team should be made with respect to their experience, competence and knowledge of the operation.
- There should be continuous information flow between the Pilot and Bridge team.
- All available means on the bridge should be used to determine risk of collision.
- Pilot is only in an advisory capacity on board a vessel. His actions need to be continuously monitored by the Bridge team.
- The control of the vessel always remains with the Master. The Master has overriding authority for the safety of the vessel, its crew and the cargo.
- There should not be over reliance on pilot's competence and in case of doubt the Master must take over if safety is endangered and bring it to notice of port authority.

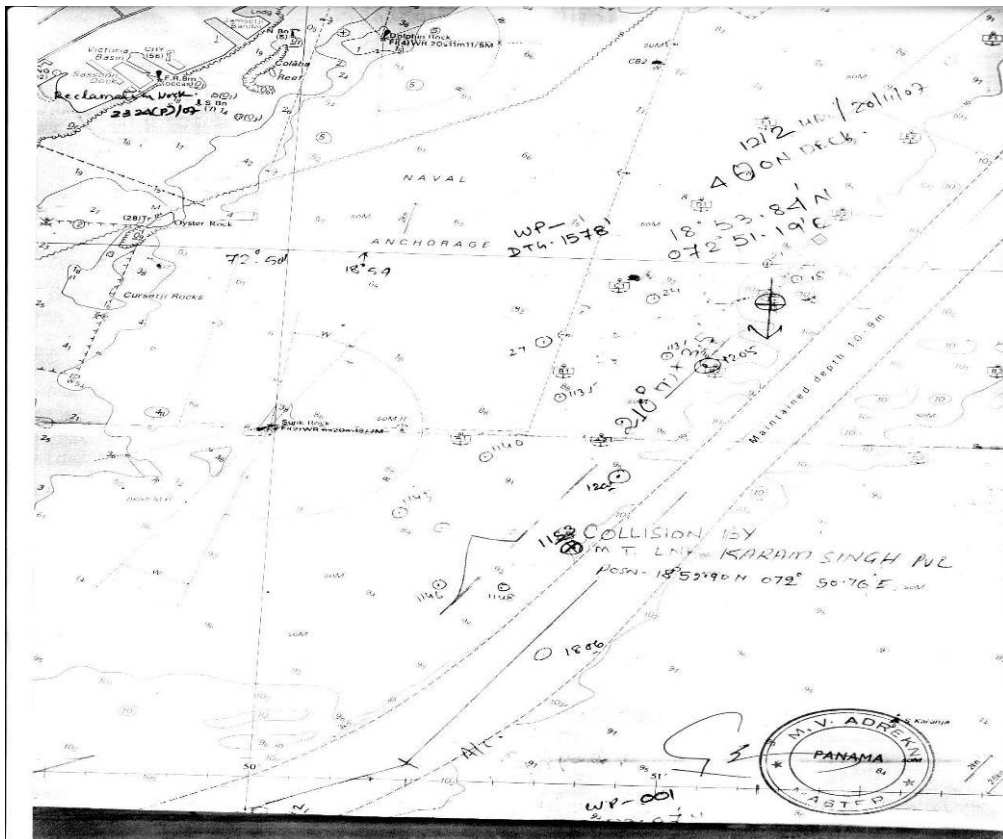


Image: Mumbai port approaches- site of collision