

M.T. ORIENTAL MARGUERITE

IMO No. 9407201

Collision

Location: Sogal Channel, Kandla port, India

Date of casualty: 08 October, 2008

Summary



Oil/Chemical tanker M.T. “Oriental Marguerite” sailed from port Yanbu, Saudi Arabia and anchored at Kandla port outer anchorage.

After 2 days at anchor, on 8 October at 0250hrs, as per instructions from port she proceeded in the channel to pick up pilot from outbound vessel at rendezvous. While transiting channel she navigated beyond the assigned Pilot Boarding Ground and collided with outbound dredger. At this moment pilot also boarded the vessel. The fore end of vessel made contact with port side shell plate of dredger causing rupture of forepeak tank and water ingress.

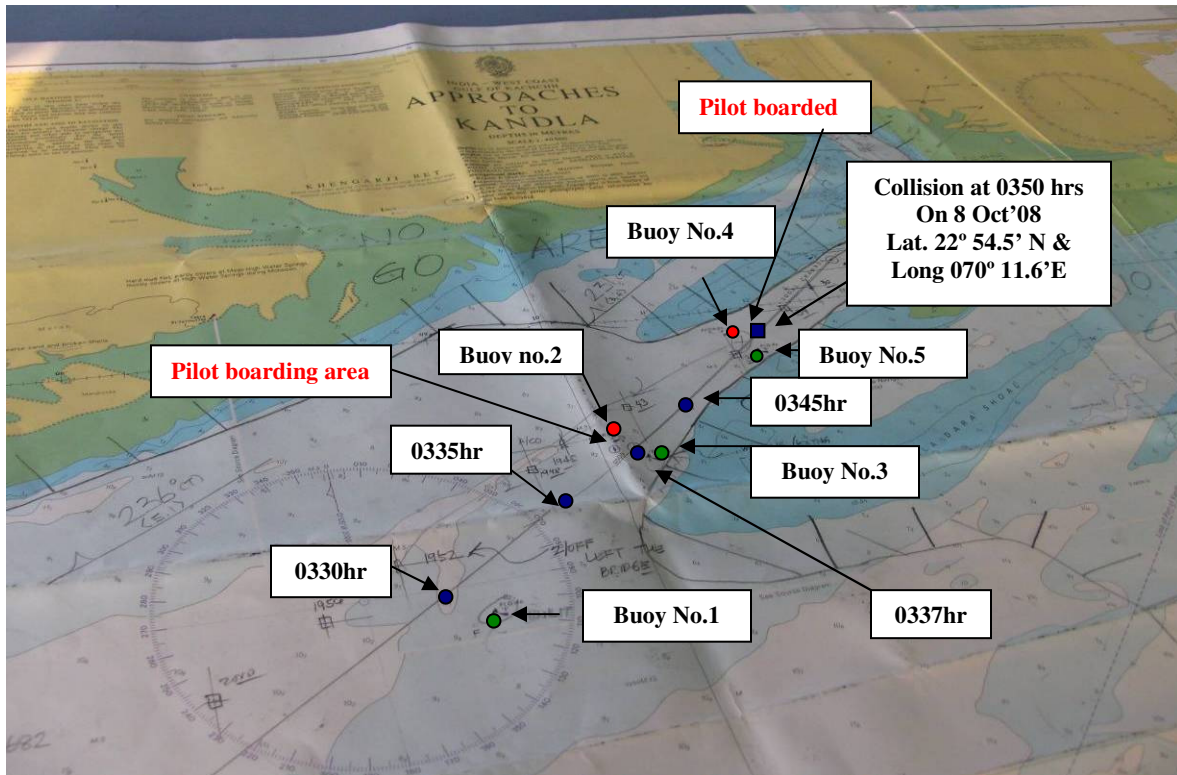
Causal Factors

- **A proper lookout** was not maintained by all available means to make a full appraisal of the situation and of the risk of collision.
- The Master did not adjust his speed and communicate to pilot on out bound vessel so as to meet and receive pilot at proper pilot boarding ground at buoy 2&3 and instead proceeded further up in the channel to buoy 4&5 and navigated beyond the actual pilot boarding station to receive pilot.
- **COLREG application knowledge:** Lack of knowledge, understanding, training and application of required COLREG regulations at the time of close quarter situation to avoid collision was the prime cause of the incident. The vessel did not comply with COLREGS Rule 5, 6,7,8,15,16 & 18.
- **Utilization of resources**, human and technical, available to the bridge was not effectively used, while navigating in the channel.
- **Utilization of Radars/A.I.S.** was not made to optimum benefit. The alarm systems were not utilized to give warning of approaching targets on collision course.
- **No communication** between two vessels on V.H.F. in order to establish their intention for safe navigation.
- **Speed assessment:** The vessel did not properly assess her speed and corresponding ETA at rendezvous.
- **Effect of Flood tide:** Allowance for the tidal effect was not allowed while transiting narrow channel at full speed during flood tide which was adding to her speed and resulted in reaching early at pilot station.

Lessons Learnt

- **Proper look out** should be maintained at all times by all available means.
- **Bridge resources, human and technical**, available should be utilized to maximum advantage, in order to detect early warning of the risk of collision.
- **Proper situation awareness** and continuous monitoring of the progress of the vessel, making appropriate corrections as required and necessary.
- **Use of V.H.F:** The relevant information associated with anticipated danger must be acquired from concerned ships or shore stations as early as possible.
- **B.R.M/B.T.M:** The management/operators should ensure that the navigation staff is well trained for bridge resource/team management and COLREG for preventing collision at sea.

Vessel navigated beyond assigned PBG without pilot up to no.4 buoy



BA Chart 3466

- Port hand buoy ● Starboard hand buoy ● Ship's position ■ Collision Point