

M.V. SURFING JAD

IMO No. 7374577

Collision

Location: Pipavav anchorage, India

Date of casualty: 22 August, 2008

Summary



The vessel was at anchor waiting for berthing. The midnight OOW, during anchor watch, sighted a container vessel, M.V. Yussa Bhum, at 1.5 nm, 2 points abaft starboard beam, approaching towards her. The vessel was identified on AIS on a heading 171° (T) at speed of 10 knots.

The Duty officer of anchored vessel made efforts to draw attention of approaching vessel by calling her on VHF and flashing light. However, his call was not acknowledged and container vessel continued approaching closer.

After about 25 minutes of tracking, MV Yossa Bhum collided with the bulk carrier at anchorage making contact of her port side bridge wing to starboard side forecastle deck of vessel at anchorage. The vessel at anchor also lost her starboard anchor with 4 shackles length of anchor chain. After having lost her anchor she started drifting with flood tide but later re-anchored safely.

Causal Factors

MV Surfing Jad

- The officer on watch of MV Surfing Jad did not make use of ship's whistle to draw attention of approaching vessel which was on a collision course.
- Efforts were not made to delay the collision and to reduce impact of contact by paying out anchor chain, changing aspect of vessel, use of fenders and emergency use of engine.

MV Yossa Bhum

- Non compliance with statutory regulations COLREG rule 5, 6, 7, 8 and 16.
- Poor bridge resource management.
- The Masters handed over the vessel to OOW without confirming that he is well settled on the Bridge, acquainted with the surroundings, identified the risk factors and prepared to take action in case of any emergency.
- Proper look out was not maintained using all available means and A.I.S. was also not utilized to check the navigation status of vessels in vicinity.

- The vessel was not proceeding on safe speed while passing through the anchorage area on leaving port.
- The effect of current and tide not considered and allowed for.

Lessons Learnt

- The Masters should not leave the Bridge until the navigational watch is properly handed over and the duty officer is properly settled on the Bridge, acquainted with the surroundings, identified the risk factors and prepared to take action in case of any emergency.
- Every vessel shall at all times maintain a safe distance from other vessels and avoid close quarter situations, particularly when navigating in restricted waters.
- Every vessel shall at all times proceed at safe speed until finally passed and clear of any navigational hazard.
- Every possible effort should be made to minimize the impact of collision using main engine or the maneuver if the collision is inevitable.
- Look out should be maintained by all the vessels at all the times by sight and hearing and by all the available means so as to make full appraisal of the situation and of the risk of collision.
- Every Vessel should plot target vessels in the vicinity to determine the risk of collision and action required to be taken in ample time.
- Radars, A.I.S and binoculars to be used to clearly identify other ships in the vicinity and their movements monitored to ascertain the risk of collision.
- Tide/current direction and speed and their effect on vessel should be taken into account.



MV Surfing Jad – Damaged Forecastle deck



MV Yossa Bhum- Damaged portside Bridge wing

