

## Incident Report

<b>Report no: 1</b>
<b>Report Title: Grounding Swienoujscie</b>

### Summary:

On 20 th of September 2018 the vessel was safely moored alongside the Atlantik Terminal in the port of Swienoujscie. Cargo operations ( loading) was finished 08:40 LT , the vessel had a draught forward 4.70 meter and aft 5.10 meter.

Loading took place over the night . The Captain went for a rest at 23:00 on the 19 th . The Chiefmate and 2nd mate were on a 6 hrs on/ 6 hours off duty schedule. The chiefmate came on duty at 6 o'clock in the morning of the 20 th..

The Cargo loadede had destination Goole Uk.

A Voyage plan was made for the trip Swienoujscie – Goole. In the voyageplan was mentioned that departure draught was estimated to be 5.3 meters and that the minimum UKC should be 0.5 meters.

For the river Swiena and Kanal Mielinski are new regulations in force. For vessels of the size of Peak B vessels , pilotage is not required anymore.

On the morning of the 20 th , weather conditions were good, Sunny, good visibility,, windforce 2/3 , no tidal differences.

On 09:45 Lt Captain and chiefmate were available on the bridge, preparing the vessel for departure. Engine and pitchcontrol were transferred to the bridge. All equipment were reported to be in working order.

The 2/0 and one AB were resting, due to night duties.

At 10:15 LT the vessel was called by the VTS . The vessel had to hurry with her departure , due to incoming traffic.

The vessel departed and at 10:30 she run aground with slow speed at approx position 53.53.6 N, 014.15.7 E.

### Recommendations:

After the incident the captain was invited to the office to evaluate the incident.

- Always the directions in the chart and publications to be followed , specially buoyed channels and sector lights
- Voyageplanning to be made according IMO resolution A.893 (21) and the Gronberg checklist Voyageplanning in the fleetinstructions.
- Voyageplanning always to be checked thoroughly by the master, the master ( and other officers) are signing for it.

- If pilotage is not compulsory , take your time to study all the information at hand and the present circumstances/ conditions . In case of doubt you are allowed to take a pilot. Owners / managers will never force you to depart without.
- Take your time, even if there is pressure from a third party, like in this case the VTS. If you don't feel confident, do not let your actions be determined by others.
- The local language should be taken in consideration when deciding to take ( or not ) a pilot.
- In the fleetmanual there is a procedure for emergency response. This procedure should be followed. Communication vessel- shore should be limited to 1 person at shore side.

Above should be taken in consideration.