



STATE MARITIME ACCIDENT INVESTIGATION COMMISSION

INTERIM REPORT 22/15

Serious marine casualty

M/V BOMAR VICTORY

TUG BOAT VIRTUS

Collision during entry to the port of Gdańsk

on 24 June 2015

June 2016

The investigation of a serious casualty of Bomar Victory and tugboat Virtus has been conducted under the State Marine Accident Investigation Commission Act of 31 August 2012 (Journal of Laws item 1068) as well as norms, standards and recommended procedures agreed within the International Maritime Organisation (IMO) and binding the Republic of Poland.

The objective of the investigation of a marine accident or incident under the above-mentioned Act is to ascertain its causes and circumstances to prevent future accidents and incidents and improve the state of marine safety.

The State Maritime Accident Investigation Commission does not determine liability nor apportion blame to persons involved in the marine accident or incident.

The following report shall be inadmissible in any judicial or other proceedings whose purpose is to attribute blame or liability for the accident referred to in the report (Article 40.2 of the State Maritime Accident Investigation Commission Act).

State Maritime Accident Investigation Commission
ul. Chałubińskiego 4/6
00-928 Warsaw
tel.: +48 22 630 19 05, mobile: +48 664 987 987
e-mail: pkbwm@mgm.gov.pl
www.pkbwm.gov.pl

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1. Facts

In the morning of 24 June 2015 container ship Bomar Victory flying the flag of Marshall Islands, with a pilot on the bridge, was approaching the Deepwater Container Terminal in Gdańsk by the fairway. At the same time tug Virtus, flying the Polish flag, was approaching the ship from the port.

At 8:55 AM local time both vessels were near P5 buoy. The speed of Bomar Victory on the fairway was over 10 kn. About 200 m in front of the ship bow at the starboard side tug Virtus stopped and started to approach the ship by the stern, on a course coinciding with the ship's course, at the speed of 4-5 knots.

At 8:56 the tug's stern collided with the ship's side causing a dent in the Bomar Victory's plating in the area of the stern sheer beginning.

The accident did not affect ability for navigation of both vessels.

2. General Information

2.1. Ship Particulars

2.1.1. M/v Bomar Victory

Name of the ship:	Bomar Victory
Flag:	Marshall Islands
Owner:	Bomar Eight LLC, Hamburg (Germany)
Operator:	V Ships Germany GmbH&Co.KG, Hamburg (Germany)
Classification society:	Lloyd Register
Type of ship:	Container ship
Call sign:	V7EH2
IMO identification No:	9242649
Gross tonnage:	17,189
Construction year:	2002
Machine power:	16,980 kW (B&W 6L 70MC)
Width:	26 m
Total length:	178.50 m

Material of which the hull is built:	Steel
Minimum crew:	16
VDR type:	Rutter 100G 2



Photograph 1. M/v Bomar Victory

2.1.2. Tugboat Virtus

Name of the ship:	Virtus
Flag:	Polish
Owner:	WUŻ Port and Maritime Services Ltd sp. z o.o., Gdańsk
Operator:	As above
Classification society:	PRS S.A.
Type of ship:	Tug
Call sign:	SPKN
IMO identification No:	9477048
Gross tonnage:	334
Construction year:	2008
Machine power:	3530 kW (2 x Caterpillar 3512 C HD)
Width:	10.50 m

Total length:	30 m
Material of which the hull is built:	Steel
Minimum crew:	4 people on domestic journeys



Photograph 2. Tugboat Virtus

2.2. Voyage Particulars

2.2.1. M/v Bomar Victory

Ports of call in the course of the voyage:	Riga (Latvia)
Destination port:	Muuga (Estonia)
Type of voyage:	International
Cargo (quantity and type):	Containers, 11,145 tonnes
Crew (number/nationality):	1 Belarussian, 8 Russians, 9 Ukrainians

2.2.2. Virtus tug

Ports of call in the course of the voyage:	Gdańsk
Destination port:	Gdańsk
Type of voyage:	In port

Crew (number/nationality): 6 Poles

2.3. Accident Information

Type:	Serious marine casualty
Date and time of the accident:	25 November 2016 at 08:56 LT
Geographical location at the time of the accident:	$\varphi = 54^{\circ}24,5'N$ $\lambda = 018^{\circ}46,2' E$
Geographical region of the accident:	Gdańsk Bay – Port of Gdańsk roadstead
Nature of the water region:	Internal waters
Weather at the time of the accident:	Wind direction SW 4-5°B, sea state 4, visibility: very good, air temperature 17.5°C
Operational status of the ship in the course of the accident:	Loaded
Effect of the accident on Bomar Victory:	Dent in plating below crew cabins on starboard at the beginning of the sheer dent size: 200 cm x 50 cm x 5 cm
Effects of the accident to Virtus tug:	Damaged paint on bulwark edge on the stern



Photograph 3. Dent in plating of Bomar Victory where it collided with Virtus

2.4. Shore Services and Rescue Action Information

No entities from the shore were involved, no rescue operation.

3. Circumstances of the Accident

On 24 June 2015 about 8:00 AM a port pilot embarked Bomar Victory approaching the fairway leading to the DCT. The ship continued the travel to port on the set fairway. At the same time tug boat Virtus was approaching the ship from the port. The tug was to assist the ship during mooring manoeuvres.

At 8:50 AM both vessels were near P5 buoy. The speed of Bomar Victory was 10 kn, while Virtus on the opposite course stopped at about 200 m in front of ship bow on the portside. As the ship approached, the tug started to approach the ship by the stern, on a course coinciding with the ship's course, at the speed of 4-5 kn, intending to give towrope to ship stern.

At 08:56 the tug's stern collided with the ship's side causing a dent in the Bomar Victory's plating in the starboard part of the sheer. After giving towrope, entry to port continued. At 9:30 am the ship moored at the DCT.

A visual inspection by the classifier upon mooring did not reveal any damages affecting seaworthiness of the ship and its class certificate remained valid. Apart from paint scratches on the stern, the tug was not damaged.

4. Preliminary Analysis and Comments about Factors Causing the Accident with Regard to Investigation Results and Expert Opinions

The collision of Bomar Victory with Virtus tug did not result in damages that would exclude any of the vessels from exploitation due to the need for immediate repair. According to preliminary findings of the Commission, the cause of the accident was excessive speed of the ship which, in line with applicable regulations, should not travel faster than 7 kn on the

roadstead¹ and 6 knots when on fairway. Additionally there was no adequate communication between the pilot and tug master.

4.1. Human Factors (fault and neglect)

Considerable speed of Bomar Victory made Virtus increase its speed to be able to approach the ship side closely and catch the heading line thrown from the ship and give towrope from the tug. The tug came too close to the ship and the tug stern hit the ship side due to hydrodynamic interaction forces pulling the tug to the ship.

Bomar Victory pilot did not acquire the consent of Port of Gdańsk Harbour Master's Office to proceed at over 10 kn at the fairway. The tug master did not attempt to contact the ship pilot concerning ship speed reduction during towrope giving.

5. Planned Final Report Publishing Date

As it was impossible to read data from the Bomar Victory VDR and due to the long waiting time for an expert opinion on ship and tug manoeuvres during towrope giving at the Port of Gdańsk approach fairway, the Commission was unable to draft a detailed report with full results of the investigation in a timely manner and hence decided to publish this interim report. The Commission plans to draft and publish the final report in three months.

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¹ Standing Order No 5 of the Director of Maritime Office in Gdynia of 20 February 2013 – Port Regulations (Official Journal of the Pomorskie Voivodeship of 7 March 2013, item 1314) – § 101(1)(1).

7. Glossary and Abbreviations

B – Beaufort (wind force scale)

B&W – producer of vessel engines

LT – local time

SW – wind direction (south-east)

kn – knot (speed unit)

8. Information Sources

Notification of the accident

Materials from hearing of witnesses

Expert opinion drafted by capt. J. Marzec

9. Composition of the Accident Investigative Team

The team carrying research activities has been composed of:

Team leader: Marek Szymankiewicz – SMAIC member

Team member: Krzysztof Kuropieska – SMAIC member