



STATE MARITIME ACCIDENT INVESTIGATION COMMISSION

INTERIM REPORT 48/14

Serious marine casualty

M/V ACHILLES

Grounding of the ship

when leaving the port of Gdynia on 19 November 2014

November 2015

The investigation of a serious casualty of m/v Achilles was 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
Poland
tel.: +48 22 630 19 05, mobile: +48 664 987 987
E-mail: pkbwm@mgm.gov.pl
www.pkbwm.gov.pl

Table of Contents

| | |
|--|---|
| 1. Facts | 4 |
| 2. General Information..... | 4 |
| 2.1. Ship Particulars..... | 4 |
| 2.2. Voyage Particulars..... | 5 |
| 2.3. Accident Information..... | 5 |
| 2.4. Shore Services and Rescue Action Information | 6 |
| 3. Circumstances of the Accident | 6 |
| 4. The Analysis and Comments about Factors Causing the Accident with Regard to Investigation Results and Expert Opinions..... | 8 |
| 5. Description of Investigation Findings Including the Identification of Safety Issues and Conclusions..... | 8 |
| 6. List of Photographs | 9 |
| 7. List of Figures | 9 |
| 8. Glossary and Abbreviations | 9 |
| 9. Information Sources..... | 9 |
| 10. Accident Investigation Team | 9 |

1. Facts

On 19 November 2014 after loading at the Dutch Quay in the Port of Gdynia bulk carrier Achilles with a pilot on the bridge unmoored with the assistance of three tugs (towropes given at the bow and stern and 1 assisting tug) at 07:06 am and headed to the port exit on a journey to Dammam (Saudi Arabia).

Tugs were released past breakwater heads.

At 7:45 am after passing buoy pair G1-G2 the ship started to manoeuvre: first she turned starboard and then she turned port to give a lee on the portside and allow the pilot to get to the pilot boat. During the manoeuvres, the ship run aground at $\phi = 54^{\circ} 31,95'N$ $\lambda = 018^{\circ}36,77' E$.

Achilles attempted to get off the shoal by herself, and didn't succeed. At 8:30 am tugs were called in. At 11:06 am the ship, assisted by three tugs, slipped from the shoal and moored at anchorage 2 to have its bottom checked and class confirmed.

The next day at 3:30 PM, following inspection and class confirmation, Achilles unmoored and set off to sea.

2. General Information

2.1. Ship Particulars

| | |
|--------------------------------------|--|
| Name of the ship: | Achilles |
| Flag: | Marshall Islands |
| Owner: | Far Northern Shipping Corp. (Marshall Islands) |
| Operator: | Transocean Maritime Agencies (Monaco) |
| Classification society: | DNV GL |
| Type of ship: | Bulk carrier |
| Call sign: | V7FT2 |
| IMO identification No: | 9276171 |
| Gross tonnage: | 40,119 |
| Construction year: | 2004 |
| Machine power: | 9,319 kW (Kawasaki MAN B&W) |
| Width: | 32.26 m |
| Total length: | 225.09 m |
| Material of which the hull is built: | Steel |
| Minimum crew: | 14 |

VDR type:

Headway



Photograph 1. M/v Achilles

2.2. Voyage Particulars

| | |
|--|-------------------------------------|
| Ports of call in the course of the voyage: | Ijmuiden (Netherlands) |
| Destination port: | Dammam (Saudi Arabia) |
| Type of voyage: | International |
| Cargo (quantity and type): | 63,000 tonnes of wheat grains |
| Crew (number/nationality): | 8 Croats, 12 Filipinos, 1 Ukrainian |

2.3. Accident Information

| | |
|--|---|
| Type: | Serious marine casualty |
| Date and time of the accident: | 19 November 2014 at 08:00 LT (07:00 UTC) |
| Geographical location at the time of the accident: | $\varphi = 54^{\circ}31,95'N$ $\lambda = 018^{\circ}36,77' E$ |
| Geographical region of the accident: | Gdańsk Bay – Port of Gdynia roadstead |
| Nature of the water region: | Internal waters |
| Weather at the time of the accident: | Wind direction ESE 4° B, sea state 4, visibility very good, air temperature 5°C |

Operational status of the ship

at the time of the accident: Loaded

Effect of the accident on the ship: None

2.4. Shore Services and Rescue Action Information

It was necessary to use three tugs to take the ship off the shoal and to have divers make an inspection of the underwater hull part.

3. Circumstances of the Accident

On 19 November 2014 bulk carrier Achilles, moored at the Port of Gdynia at the Dutch Quay, finished preparations for port departure between 5:40 am and 6:42 am. The steering gear was checked and the main engine was scavenged. Ship draught at the bow was 12.65 m, and at the stern it was 12.70 m. At 6:42 am the pilot arrived at the ship. At 6:55 am a tow rope from tug Heros was fixed on the stern, and on the bow a tow rope from tug Centaur II was attached. In addition, tug Fairplay IV was waiting to assist. At 7:06 am Achilles unmoored from the Dutch Quay in the Coal Basin. During the manoeuvres on the bridge there were the pilot, master, chief officer, and an AB at the wheel. After departure from the quay the pilot directed the ship to port exit.



Photograph 2. BA chart 2680 (approach to Gdynia) with the place where Achilles ran aground marked

About 7:38 am, after Achilles passed the entrance heads, Centaur II was released. Heros was released at the stern at 7:40 AM. At 7:45 AM Achilles passed G1-G2 buoys gate. Due to waves, the pilot agreed with the master that the ship would turn starboard and then port to give a lee on the leeward for the pilot to get to the pilot boat. The pilot left the bridge at 7:55 am. At 8:00 am the pilot returned to the bridge because Achilles did not finish the manoeuvre and lost speed due to running aground at $\varphi = 54^{\circ}31,95'N$; $\lambda = 018^{\circ}36,77' E$ on course $092,5^{\circ}$. The ship was slightly heeled to port.

The accident was notified to the Port of Gdynia harbour master's office and to "VTS Zatoka". Initially, the crew tried to leave the shoal using ship machines alone, but didn't succeed. At 8:30 am the crew measured draught around the ship and checked the bottom tank fill level. Measurements revealed that the ship ran aground by the starboard, and the hull remained tight.

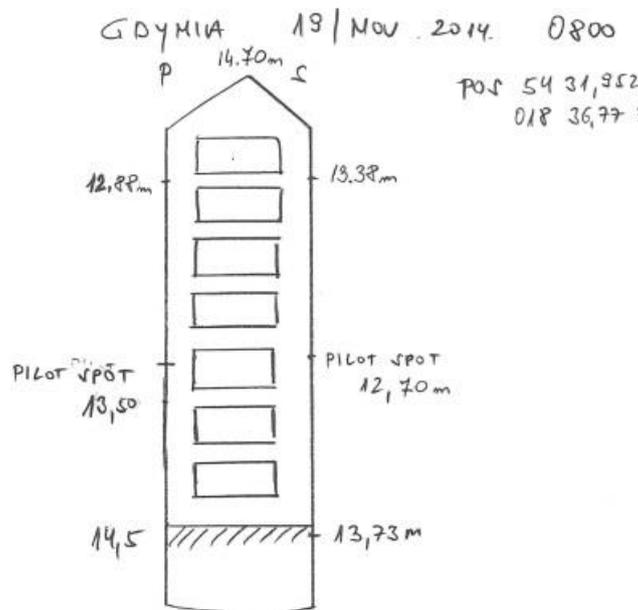


Figure 1. Plan of soundings around Achilles on a shoal.

At 8:30 am Achilles called in tug Odyseusz for assistance. It arrived at 09:00 am and tried to push Achilles from the starboard, also with no result. Also tug Centaur II was called in for assistance. It arrived at 09:35 am and began pushing together with Odyseusz, but these attempts were also futile. At 09:42 am Centaur II gave the tow rope through the middle hawse-pipe at the stern and began pulling Achilles backward.

At 10:06 am the third tug Heros arrived. Together with Odyseusz it pushed Achilles from the starboard side. During the operation, the tow rope of Centaur II broke. The tug boats were

swapped and after the swap Heros gave the tow rope through the hawse-pipe and Centaur II pushed Achilles from the starboard.

Thanks to joint efforts of the three tugs and a ship engine, Achilles left the shoal at 11:06 am towards the stern and the tugs were released. The pilot left the ship at 11:46 am. As instructed by the harbour master's office, Achilles moved to anchorage 2 and anchored at $\varphi = 54^{\circ}31'05,64''N$; $\lambda = 018^{\circ}39'14,88''E$ at 12:30 pm. There, she waited for the inspection of underwater hull part that was to take place under the supervision of a classifier. Due to the sea state, the inspection took place on the next day.

The inspection ended with a positive result. The ship's class was confirmed and the ship set off to complete its journey after weighing anchor on 20 November 2014 at 3:30 pm.

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

Grounding of the ship did not damage the hull. According to Commission's findings, the accident happened because the ship deviated from fairway to give a lee to the pilot boat too early. Depths at the shoal patches near the fairway were comparable to the ship draught.

An external factor that contributed to the accident was the eastern wind force 4°B that generated the waves and, for reasons of ensuring the pilot's safety, it was necessary to manoeuvre to make a lee for the pilot boat during disembarkation of the pilot.

5. Description of Investigation Findings Including the Identification of Safety Issues and Conclusions

Due to a long waiting period for an expert opinion on the ship's manoeuvres after exit from the Port of Gdynia and inability to draw up a detailed final report on a very serious marine casualty of Achilles, with full investigation results, in a timely manner, the State Maritime Accident Investigation Commission passed a resolution to adopt and publish an interim report and to continue work on the final report on the accident.

6. List of Photographs

| | |
|--|---|
| Photograph 1. M/v Achilles | 5 |
| Photograph 2. BA chart 2680 (approach to Gdynia) with the place where Achilles ran aground marked..... | 6 |

7. List of Figures

| | |
|--|---|
| Figure 1. Plan of sounding around Achilles on a shoal..... | 7 |
|--|---|

8. Glossary and Abbreviations

- B – Beaufort (wind force scale)
- DNV GL – classification society
- ESE – wind direction (east-south-east)
- Kawasaki MAN B&W – producer of vessel engines
- LT – local time
- UTC –Universal Time Coordinated

9. Information Sources

- Notification of the accident
- Materials from hearing of witnesses
- Data from the VDR
- Expert opinion developed by the Officer Training Centre of Gdynia Maritime University in Gdynia

10. Accident Investigation Team

- The Accident Investigation Team consisted of:
- Team leader: Krzysztof Kuropieska – SMAIC member
- Team member: Tadeusz Gontarek – SMAIC member