

SAFETY RECOMMENDATION No: 01/2017

Text of Safety Recommendation:

Include the BNWAS function test in the relevant SMS form of the Company (DM-07 /Bridge Checklist BCL-12) in order such test to be performed during the changing over of the night Watches.

No of Safety Investigation Report:

01/2017: Grounding of B/C “St. Gregory”
(See the full Report [here.](#))

Safety Recommendation addressed to:

Managing Company

Date of publication:

14/02/2018

Comments-Remarks:

INFORMATION OF ACCIDENT

Type of vessel: Bulk Carrier

Year of built:2010

Grounding of B/C “St. Gregory”

Course of events

On the 3rd of June 2017, B/C ‘St. Gregory’ departed from the port of Chernomorsk in Ukraine where she had loaded 31,000 t of granulated sulphur in bulk and headed to Sfax (Tunisia). Following her departure from Chernomorsk, she passed from Bosphorus, Dardanelles and she followed South – South Easterly courses towards the South Coast of Peloponnese and Steno Elafonisos.

On the 7th of June 2017, at approximately 05:13 (L.T.), the B/C St. Gregory grounded on the rocky coastline at the South Coast of Peloponnese (Kokkala - Greece), in position lat: 36° 31’ 40” N, long:022° 28’ 29” E, after passing W.P. No.9 without altering her course. At the time of the marine casualty, weather conditions were reported to be with very good visibility, wind force ENE 5-6 bfrs, sea was moderate and it was still dark. None of the crew was injured and no pollution was reported.

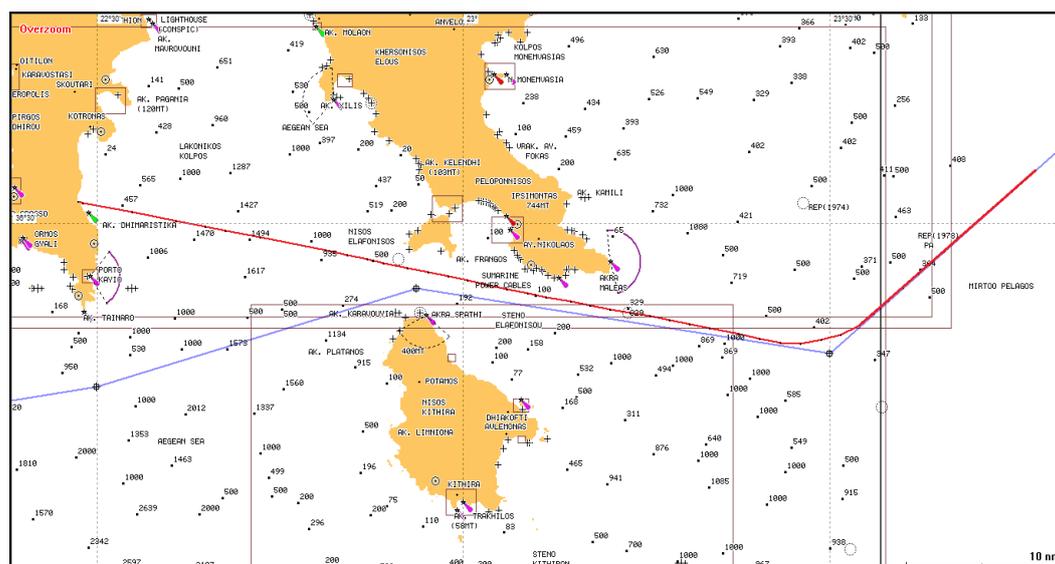


Figure 1: The actual course of ST GREGORY (red line) until her grounding, in relation to the planned route (blue line)

Relevant comments on the safety recommendation

From the information derived during the investigation process, it was evident that the bridge navigation watch alarm system (BNWAS), which could have alerted the Master, was not operating properly.

Extent of damage

St. Gregory grounded on a bottom of sand and rocks by bow up to frame number 180. As a result of the grounding, there was damage to the hull with several dents and cracks near the bulkhead between the FPTK and WBT 1SB. More specifically there were 29 cracks observed in the WBT 1P & 1S, the FPTK and the Pipetunnel.

St. Gregory re-floated on 20th June 2017, after off loading of her cargo and anchored with the assistance of two (02) Salvage Tugs, at Gytheio anchorage sea area. On 6th of September 2017 St. Gregory was escorted by a Salvage Tug to Chalkis Shipyard, Greece, in order to undergo permanent repairs.



Figure 2: ST. GREGORY aground at Kokkala

Conclusions led to safety recommendation

- Specific procedure concerning the operation of BNWAS during the changeover of the navigational watches was missing.
- Poor Bridge Resource Management performance of the crew before the grounding, despite the relevant training they had received.