



## SAFETY RECOMMENDATION No: 19/2014

### Text of Safety Recommendation:

Reassess the Company training procedures of competent personnel for conducting marine accidents investigation analysis in consistence with ISM Code.

### No of Safety Investigation Report:

02/2014: Grounding of B/C "INCE INEBOLU"  
(See the full Report [here.](#))

### Safety Recommendation addressed to:

Managers/Owners

### Date of publication:

31/12/2015

### Comments-Remarks:

## INFORMATION OF ACCIDENT

Type of vessel: Bulk Carrier

Year of built:11/2002

## Grounding of B/C "INCE INEBOLU"

### Course of events

On 30 August 2014, Ince Inebolu had sailed from Hodeidah/Yemen, located in the Red Sea, with 22 crew members on board, in ballast condition heading to Novorossiysk/Russia for loading. Following her passage plan, she exited Suez Canal and continued her passage at open sea towards Canakkale Strait. By that time cargo cleaning operations had been deployed, engaging almost all deck ratings, including the ABs forming part of the navigational watch.

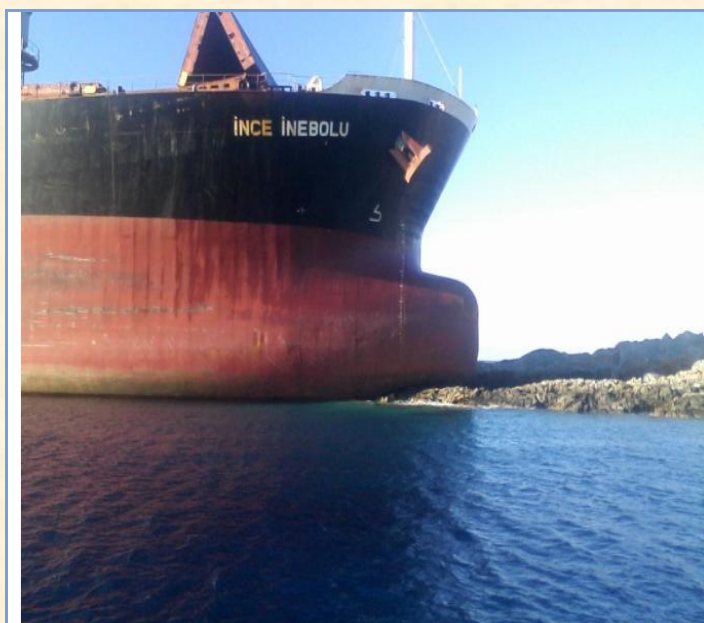
On 05 September 2014, at approximately 0000, the Second Officer took over the navigational watch (0000 – 0400). The watch handover was carried out without any particular navigational remarks, steering was in autopilot heading to 318° while Ince Inebolu was running at about 13 knots and no look out watch was posted. However slight changes to Ince Inebolu course were recorded due to drifting.

The investigation process showed that probably from 0130 or shortly after, the Second Officer was not monitoring her passage as the vessel's positions were not plotted on the navigational chart and at approximately 0200 and he fell asleep. According to AIS information, the last selected course that was set by autopilot, was maintained throughout the 2nd Officer's navigational watch.

According to crew reports, on 03 September during the Suez Canal crossing, the Bridge Navigational Watch Alarm System (BNWAS) had been deactivated, and since then it had not been reactivated. At approximately 0405 Ince Inebolu while running at approximately 13 knots, grounded on the south east rocky coastline of Astypalaia Island-Greece. At the time of the marine casualty the relieving Navigational Officer had not been called for duty. Weather conditions were reported to be very good (wind force 2-3 bfrs, sea state calm with very good visibility) and it was still dark.

### Relevant comments on the safety recommendation

- The Company's DPA prepared the Analysis Report into the marine casualty dated on 20 September 2014, according to internal procedures of Company's Safety Management System;
- The examination of the analysis report conducted by the Company is not considered to have been exhaustive and comprehensive focusing only on the immediate evidence and casual factors without looking for the underlined conditions which have been present in the whole operational process.
- Documented "actions taken" by the Company on the basis of its Analysis Report findings were not communicated with HBMCI.



Grounding point of Ince Inebolu at Astypalaia Island.



Ince Inebolu anchored at Astypalaia.

### Extent of damage

Due to the heavy impact on the rocky coastline, several compartments of her bow section were damaged to an extent of about 21 m of length longitudinally. More specific the damages reported to be cracks and hull plating deformation at forepeak tank, collision bulkhead, No. 1 cargo Hold, No 1 port and starboard ballast tanks. No injuries and no pollution was reported.



Deformed starboard fore bottom section.



The crack at inner bottom plate of No 1 cargo hold.

### Marine casualty probable causes

The safety investigation and analysis highlighted the following main contributing and underlined factors that led to the marine casualty as presented in random order:

- Absence of posted look out at the night watch;
- The OOW fell asleep due to fatigue;
- The Bridge Watch Navigation Alarm (BNWAS) was switched off, and the main Navigational equipment were ineffectively being used.

### Safety recommendation conclusion

The Incident report analysis conducted by the DPA, presented in “actions taken” section of the final report did not highlight in full safety issues and lessons learned related to the operational process of the ship and the Company.

