



## SAFETY RECOMMENDATION No: 86/2013

### Text of Safety Recommendation:

Develop its Safety Management System specific guidelines or take such measures as are necessary to ensure that watchkeeping officers are fully compliant with the International Regulations for Preventing Collisions at Sea.

### No of Safety Investigation Report:

15/2013: "Collision between M/V BARU SATU & M/V KATHERINE"

(See the full Report [here](#).)

### Safety Recommendation addressed to:

Managing Company

### Date of publication:

20/07/2018

### Comments-Remarks:

## INFORMATION OF ACCIDENT

### "Collision between M/V BARU SATU & M/V KATHERINE"

#### Course of events

M/V Baru Satu, had sailed from Paranangua Brazil on 10 June 2013 loaded with 15000 Metric Tons of sugar and was heading to port of Burgas, Bulgaria for unloading the cargo. Her voyage included a short stay in Piraeus anchorage for bunkering and stores supplies. BARU SATU arrived at Piraeus anchorage on 03 July 2013 at approximately 16:00. Following the completion of bunkering and stores supply operations vessel heaved up the anchor at 21:15 and continued her voyage towards Burgas. After sailing from Piraeus anchorage the Master remained on the bridge as OOW assisted by an AB. At 24:00 the Master and the AB were relieved by the 2<sup>nd</sup> Officer and another AB that took over the 00:00 – 04:00 navigational watch. Bridge watch handover was carried out without any remarks.

M/V KATHERINE had sailed from Novorossiysk, Russia on 30 June 2013 loaded with 26400 Metric Tons of Hot Briquetted Iron and was heading to port of Marchera, Italy. At 00:00 on 04 July 2013, 2nd Officer relieved the 3rd Officer and took over the navigational watch. Bridge watch handover was carried out according to normal procedures without any remarks. Both OOW were assisted on their watch by posted lookouts.

Prior to the collision, at 02:30 KATHERINE passed Steno Kafirea and was heading towards Steno Kythnou with a course of 198° and a speed of approximately 12,5 Knots. At that time BARU SATU was heading to Steno Kafirea with a course of 056° and a speed of approximately 11,5 Knots. The distance between the two vessels was 7.5 nm. At approximately 02:42 the distance between the two vessels was 2.5nm, BARU SATU was steaming with a course of 052° and KATHERINE's course was 204°. At that time KATHERINE started turning slightly to starboard. A little later, at approximately 02:44 BARU SATU started turning to port.

At 02:45, while the distance between the vessels was 1.25 nm, KATHERINE's 2nd Officer called BARU SATU on the VHF in order to acknowledge her OOW intentions and proceed for a clear port to port passage. However proper communication between the two vessels was not established and both vessels continued turning to the same direction as initially intended. Further actions to avoid the collision were not effective. At 02:48 BARU SATU hit with her stem post the starboard side of KATHERINE at No 5 cargo hold. Both vessels sustained major hull damages resulting in water ingress to impacted cargo hold and ballast tanks. No crew injuries were reported.

Following the casualty both vessels remained collided and afloat for almost three days as advised by salvors. On 07 July 2013, following the planned salvage operation, BARU SATU sailed under towage to Elefsina Gulf and KATHERINE was towed to Thoriko Bay North of Lavrio Port in order to unload their cargo and undergo temporary repairs.