



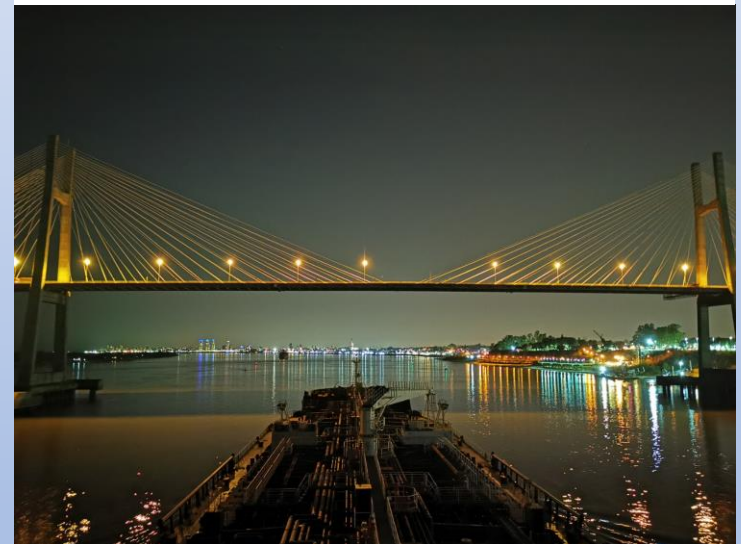
Ardmore Shipping



Georgina Alderman – Insurance Manager

Findings of the IGP&I Clubs report for claims involving vessels under pilotage during the period between 1999 and 2019:

- 1,046 incidents resulting in Club liabilities in excess of US\$100k – an average of 52 per year / 1 per week
- Club liabilities in excess of US\$1.82billion – US\$1.74million per incident
- 60% were caused by Allision/Contact with a Fixed or Floating Object
 - Costs in excess of US\$1.14billion
- 31% were the result of Collision
 - Costs in excess of US\$479million
- The remaining 9% fall in to the categories of Grounding or Navigation

The logo for IGP&I, consisting of the letters 'IGP&I' in a bold, blue, sans-serif font.

Dolphin Collapse During Berthing:

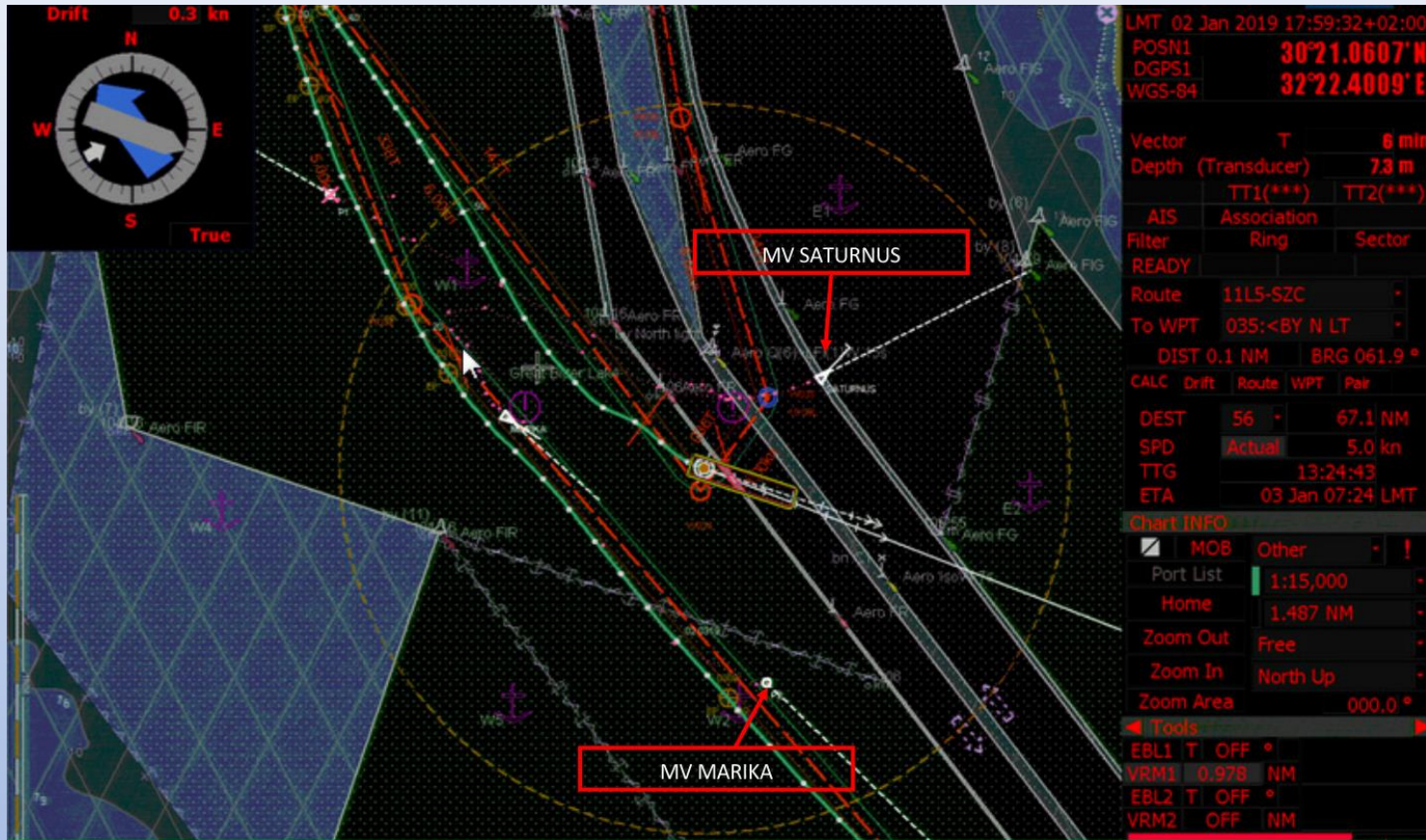
- Laden condition
- First call to the terminal
- Information from agent was poor – no terminal booklet provided. Berth had been upgraded but berthing plan does not appear to have been amended to take in to account larger vessels
- Only restriction was daylight berthing only
- 3 tugs provided
- Actual current off the berth was more than twice that anticipated
- Approach to the berth was compromised by another vessel berthed astern – the angle of approach was too steep - 30 degrees
- The lateral speed of approach was too great - the tugs were unable to reduce the speed sufficiently
- The vessel made hard contact with the main terminal and 2 dolphins. The aft dolphin subsequently collapsed







Suez Canal Grounding:



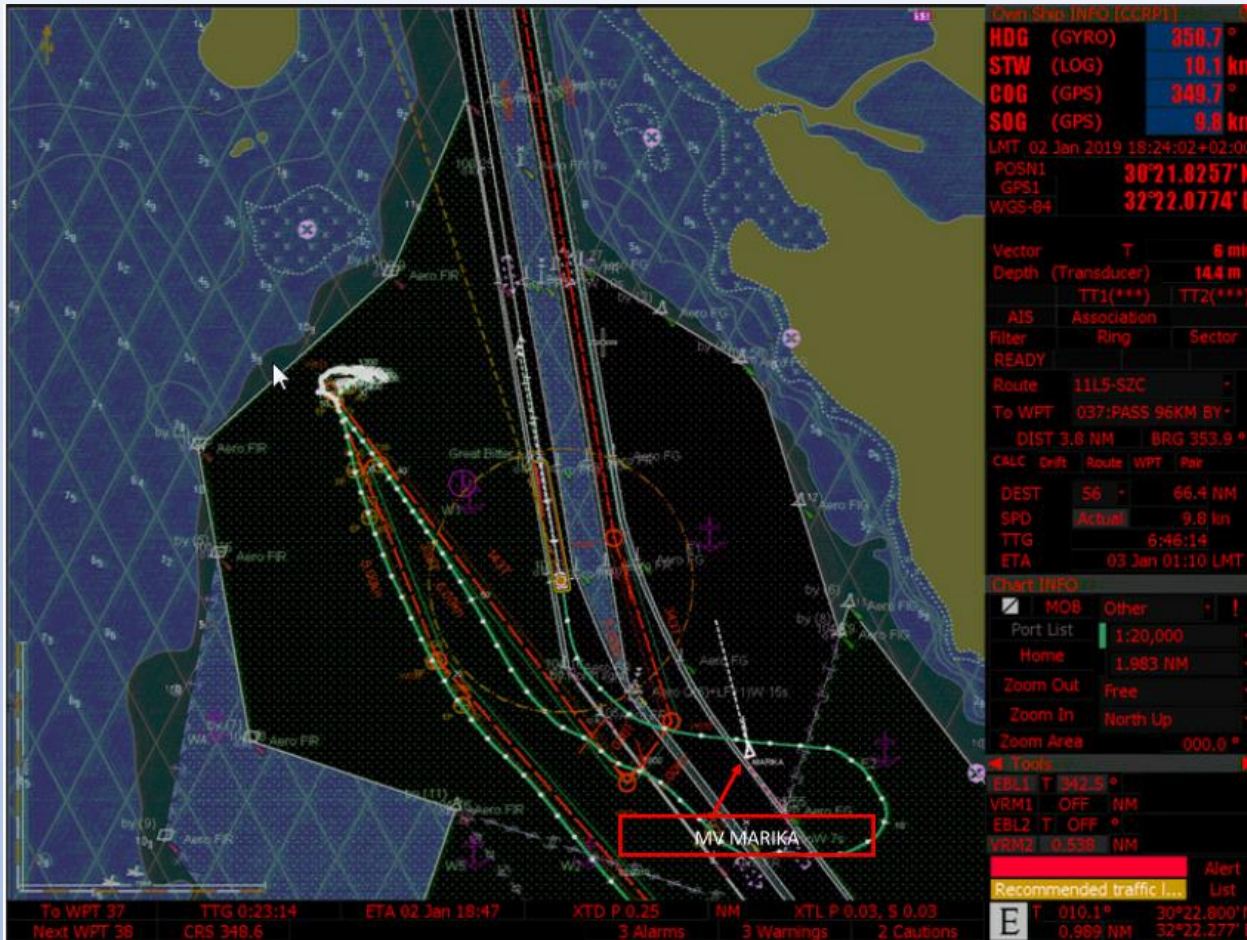
Vessel heaved up anchor from W1 anchorage (Great Bitter Lake) and was proceeding to join the East Channel. Vessels MV Saturnus in front with MV Marika astern.





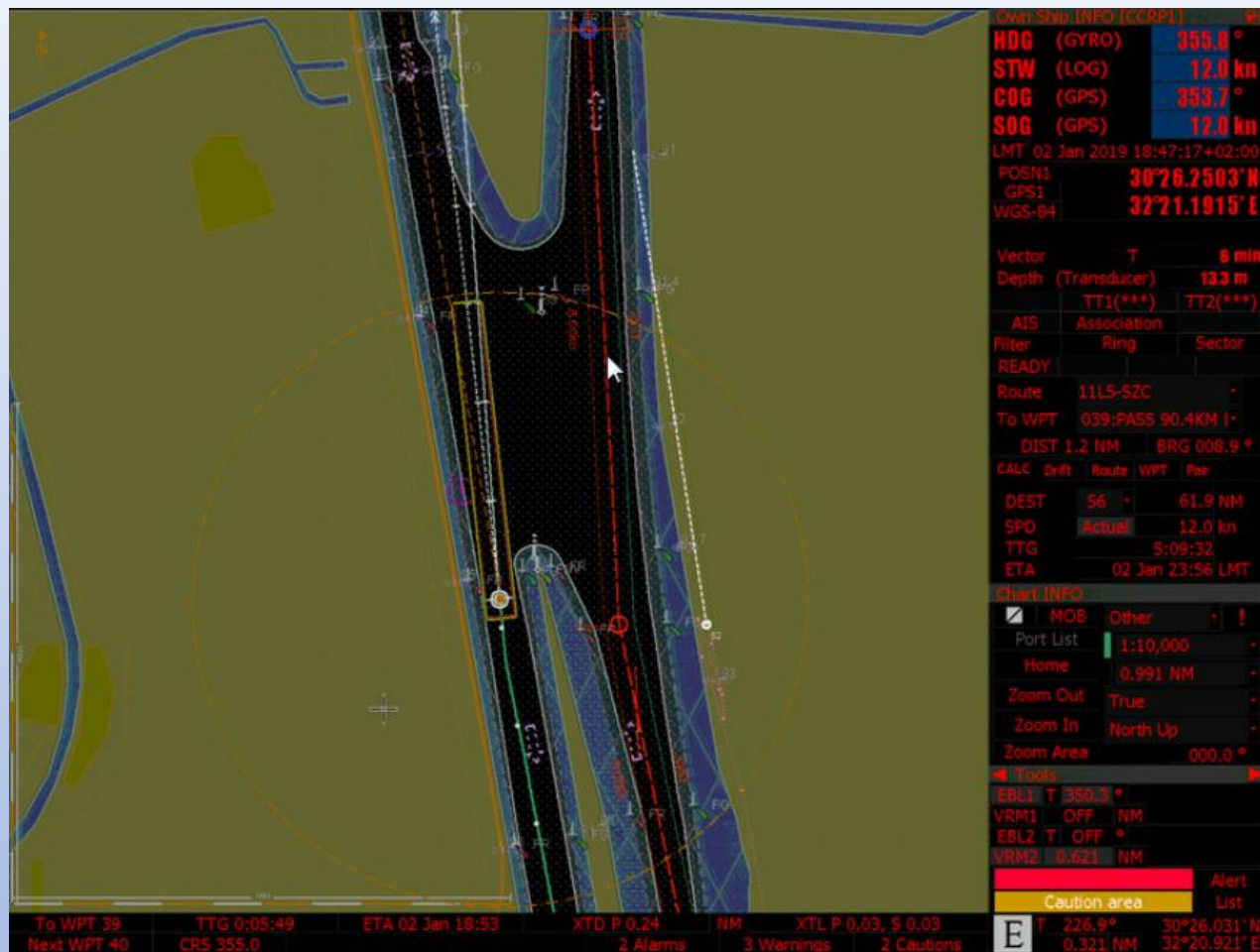
At this point, the pilot informed the Master that the vessel will be taking the West Channel instead of the East Channel





Own vessel joined the west channel and the MV Marika was en route to joining the east channel. At this point pilot requested full ahead and any additional RPM, if possible.





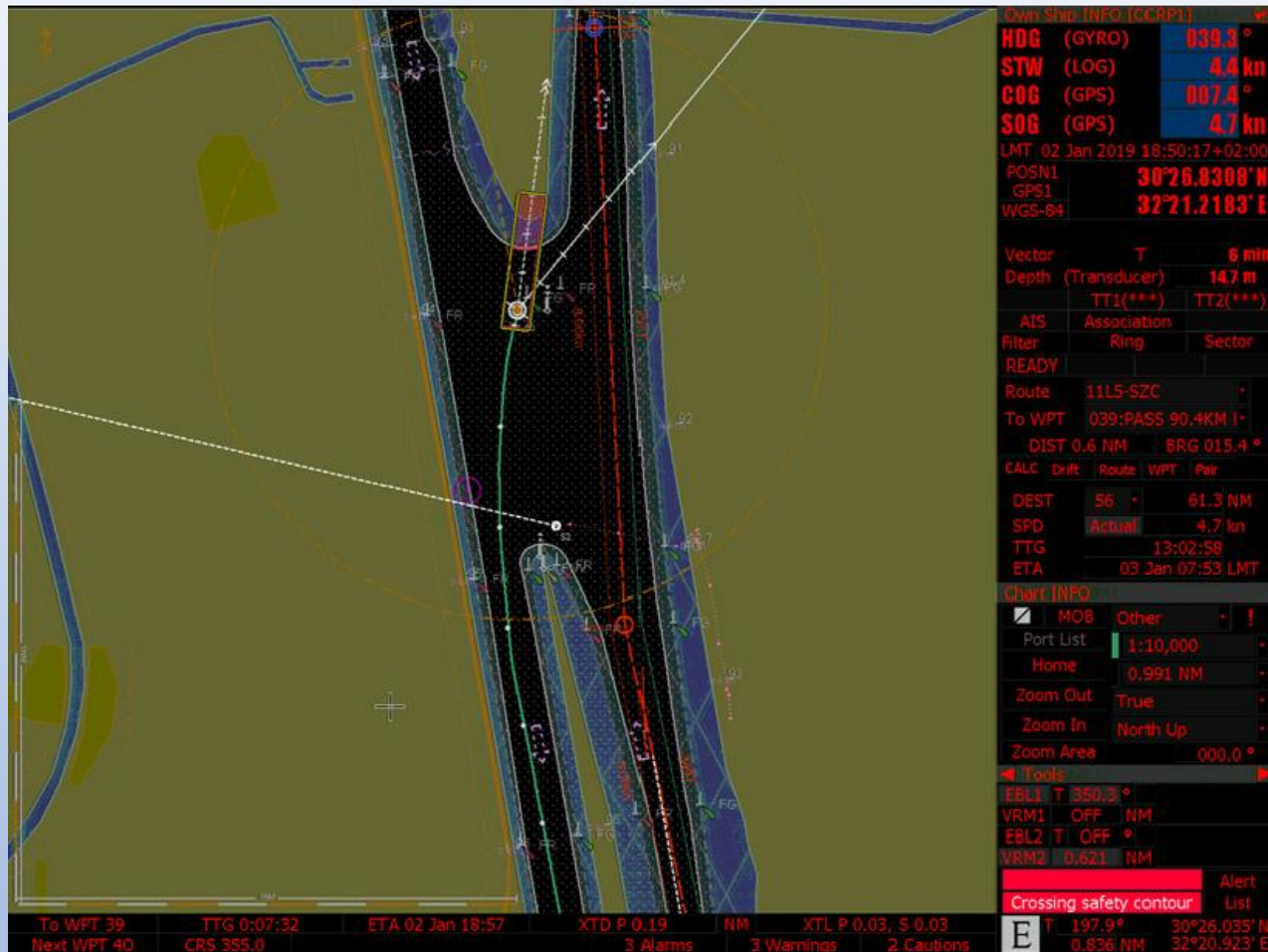
Pilot commences turn to starboard to join the east channel.





Pilot continued to turn to starboard to join the east channel.





Vessel grounded at the sand bank, bow first at a speed of 12.2 knots.



Immediate Cause:

- Failure to comprehend the turning circle of the partly laden vessel
- Manoeuvre commenced later than it should have been
- Excessive speed
- Helmsman was given 5 degree and then 10 degree course instructions instead of rudder angles

Root Cause:

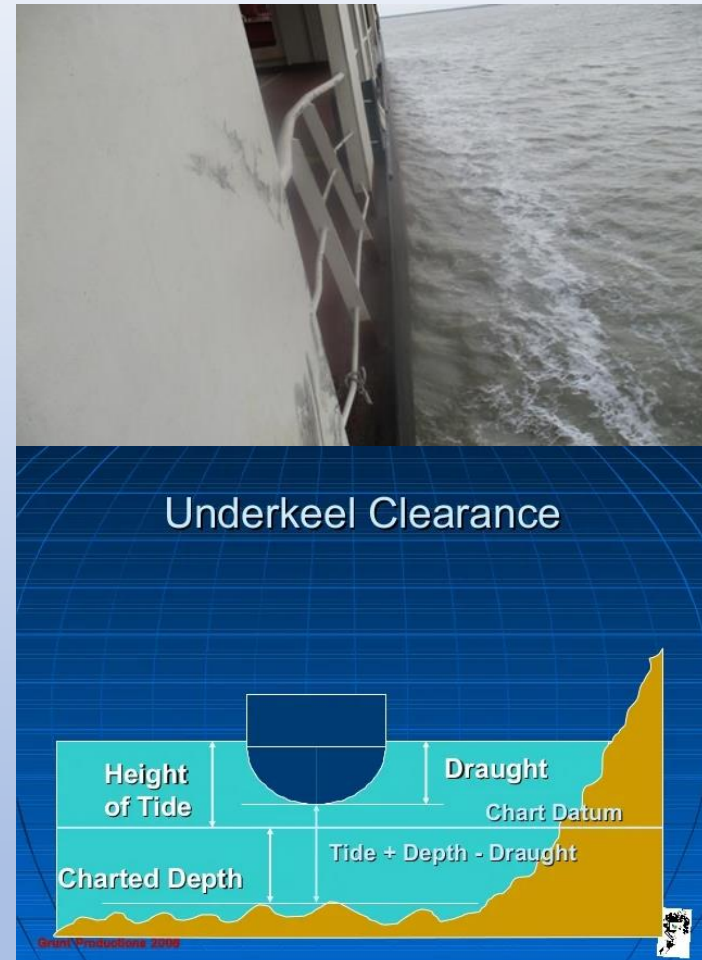
- Poor communication – between pilot / bridge team / Master
- Pilots communication with SCA was not in English
- Master did not seek clarification
- Not sufficient time to update passage plan for using southbound/west channel
- Inadequate intervention by bridge team



- Vessel is properly manned, crew are well rested and properly resourced
- High standard of spoken English
- The vessel is complying with requirements of the safety management system including accurate passage planning from berth to berth -
 - Regular audits, including sailing audits, to confirm compliance with procedures and effective use of checklists, random VDR audits whilst the vessel is under pilotage
- Bridge team are well trained including in bridge resource management, type specific ECDIS training is up to date
- For tanker companies inspections include Ship Inspection Report Programme (SIRE) inspections every 4-5 months – external review of vessel compliance. As well as PSC.
- A secure means for crew to raise concerns with management
- Support for crew to empower them to stop any undertaking if they believe the risk is too great. Reinforce Masters overriding authority, especially when commercial pressure can impact decision making



- Inadequate and inconsistent information available on depths and berths
- Berthing plans not available for review prior to arrival in port
- Environmental conditions making berths unsafe
- Tugs too large for vessel type – damage to railings
- Poor communication between the pilot and tugs or communicating in native language only
- Inadequate Master/Pilot exchange
- No means of reporting concerns to pilotage body



Recognised Standard

- A very welcome development
- Peace of mind to both the vessel owner and the Master when reviewing a new port

Incident Investigation

- There is a need for more collaborative engagement between all parties when investigating incidents – generally the responsibility for an incident is shared between the vessel, pilotage bodies and port authorities and it is in everyone's best interest to work together to mitigate further events

