

CASE STUDY



VESSEL TYPE: TANKERS
TRADING AREA: ASIA

HEADING: Think large scale whilst in busy waters

THE INCIDENT:

In this case the vessel concerned ran aground in a navigational channel whilst under pilotage.

Prior to the vessel's approach to the channel the Master had informed the agent and pilot of the vessel's draft. The pilot confirmed there was ample available water at that time.

It later transpired that the only chart available on board was a small scale Admiralty chart, which did not detail that particular section of river being transited and therefore was not suitable for safe navigation. It was noted that the pilot did not have a copy of the large scale chart either.

OBSERVATIONS:

The claim was deemed attributable to navigational error due to the lack of correct navigational charts being available on board and the poor passage planning of the vessel.

The Master had no knowledge of the river and relied solely on the pilot's advice. The pilot did not use the river chart with the large scale during the approaches to the channel.

On the large scale chart the depth of water is not clearly shown but the shallow patch, where the vessel ran aground, is clearly evident at the position.

The claim highlights the need to carry the largest scale chart available for the area being navigated. This should always be supplemented by the sailing directions (pilot book).

THE FINANCIAL COST:

US\$4,311.

