

SAFETY RECOMMENDATION No: 01/2017

Text of Safety Recommendation:

Consider of specifying the way the vessel's clocks should be changed, when passing from one time zone to another, and the way the officers and ratings of the bridge and engine watch are informed taking into consideration the relevant paragraphs 4.5-4.5.1.

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.

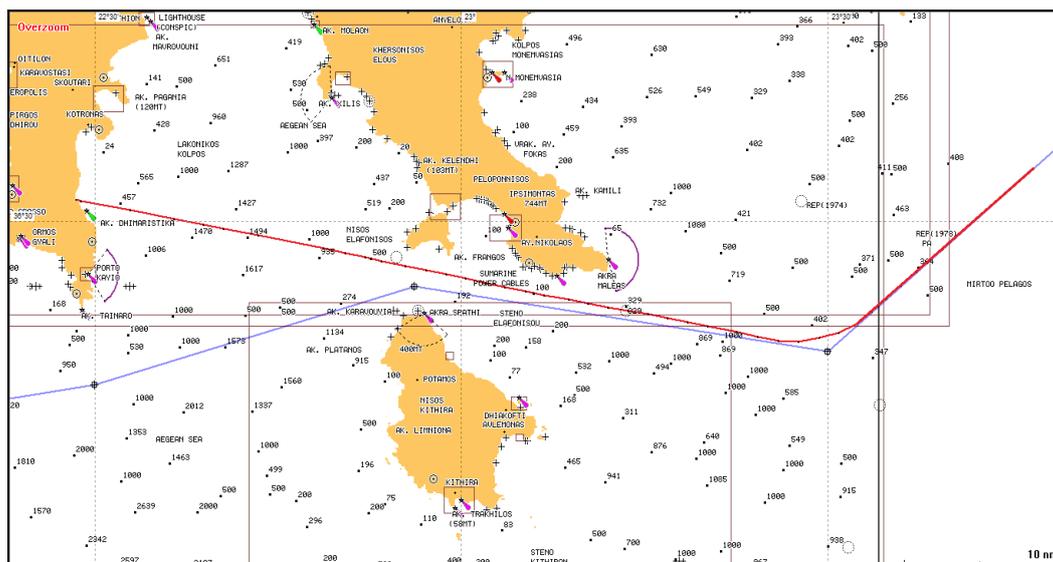


Figure 1: The actual course of ST GREGORY (red line) until her grounding, in relation to the planned route (blue line)

Relevant comments on the safety recommendation

From the information derived during the investigation process, it was evident that due to vessel's clock setting by one hour retard, the C/O got confused and he didn't get on time on the bridge to take up his duties.

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

- The lack of informing the relief watch officer about the new setting of time in conjunction with the lack of due care by the C/O to set his personal watch to the new vessel's time in order to wake up and take up his duties, are considered to have been contributing factors to the grounding of St. Gregory.
- The setting of the vessel's clock, one hour in retard, was not reflecting the established navigational watch pattern of a 4-hour night watch which should be carried out on board. The C/O when he woke up at approximately 03:30 (according to his personal clock) to take over his watch (04:00-08:00), he realized that he had one more hour of rest, so he went back to sleep without readjusting his wake up alarm to the new time. Since the bridge was essentially unattended he never received a wake-up call on time in order to take over his watch.