Ministry of Economy and Sustainable Development of Georgia.
Civil Aviation and Maritime Transport Accident /Incident Investigation Bureau.

Investigation report of Incident occurred near Seaport of Poti Pilot boarding buoy (Aground) on 20.10.2022 involving M/V Uni Phoenix

Tbilisi 2022

Brief summary

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The main purpose of marine casualty investigation is to determine all contributing factors, cause and outcome, to evaluate the actions of persons involved in such incidents and to determine and create preventive measures to eliminate such incidents in the future.

General Information

1. Factual information

1.1 Incident history

On the 20th of October 2022, around 15:30p.m. (local time here and below), The Panama flagged container vessel MV Uni Phoenix left the number 300 anchorage area. The vessel's Captain informed the Poti VTS regarding leave of anchorage area.
VTS operator reported to the vessel with instructions to keep the heading course 055^0 to the direction of pilot embarkation buoy and to prepare the from the port side the pilot embarkation ladder.
On 15:48p.m. the VTS operator informs the Master of MV Uni Phoenix that vessel must stop the movement and wait the pilot in the following coordinates: LAT.=$42^0$09,7'N; LONG.=$041^0$32,9'E. Captain of the Container vessel acknowledges the information from the VTS, but continues sailing towards pilot boarding buoy.

On 15:52p.m. the Local port pilot was already on board the Pilot boat moving towards the MV Uni Phoenix. The pilot finished mooring the previous vessel on 15:50p.m.. Pilot requested the VTS about the Speed of MV Uni phoenix and received information that, her speed at the moment was 3, 3 knots. Pilot requested the VTS to inform the MV Uni phoenix that she must turn starboard in the direction of safe fairway towards port of Poti to avoid shoal ground. VTS informed the Master of Uni Phoenix to alter the course to 108^0. The vessel acknowledged the information received from the VTS.

On 15:58p.m. the Container vessel MV Uni Phoenix ran aground on the North side of Safe fairway at following coordinates: LAT=$42^0$10, 1'N; LONG=$041^0$38,3 'E;

As per information provided by Harbor master of Poti Sea port, on 16:00p.m., after M/V Uni Phoenix ran aground, the Master of that vessel gave order to measure depths around the ship to determine which side of the vessel was sitting on aground. After measurements it was established that the Starboard side of the vessel is sitting on aground. After the inspection of hull, it was reported by the Master that vessel's hull was intact.

On 18:40p.m. the harbour master commenced the rescue operation. Three tugs were used. On the Aft side, at the stern, SL Crossbill was secured. On the Starboard bow forward, tugs Portgarth and Patriot were secured.

On 19:00p.m. with the help of tugs SL Crossbill, Port Garth, Patriots and astern movement of ship's propeller, container vessel Uni Phoenix was able to leave the grounding area.

On 19:54p.m. the Uni Phoenix dropped the anchor on anchorage area No300.

On 20:55p.m. vessel was once again checked and inspected on signs of hull damage and nothing was found.

The pilot informed Port authorities regarding the marine incident. The port authorities reported the above incident to Maritime transport agency of Georgia, The search and rescue control centre and to the Civil Aviation and Maritime Transport Accident /Incident Investigation Bureau.

Investigation commenced:	21.10.2022
Investigation completed:	21.11.2022

1.2. Human injury

The crew members of the MV Uni Phoenix were not injured during the incident.

1.3. Vessel's damage

After inspection of the MV Uni Phoenix, no damage was found in the underwater part hull of vessel.

1.4. Other damage

There was no other type of damages reported on Uni Phoenix after she ran aground.

1.5 Technical information of the vessel's and tugs involved in the Incident.

Container Vessel UNI -PHOENIX
IMO # 9202170
Call Sign 3FYQ9
MMSI 357962000
Flag state PANAMA
Length overall L =181, 76 ∂
Breadth B =28.00 ∂
Drought d = 13.90∂
Deadweight 19,308.85ტ
Year of Built 1999
Gross tonnage 17887
Net tonnage 6283

Main Engine characteristics-14,840PS
Mai Engine Power - 2576.00 KWT
Port of Origin - Panama.

Tug boat „PATRIOT”
Length over all =23.96∂
Breadth B =7.90∂
Draft = 4.07∂
IMO # 9412189
Call sign 4L RI
Year Built 2007
Gross Tonnage GT 186.00
Flag state - Georgia
Port of Origin – Poti
Registration Time-12.04.2018
Action Time -23.02.2023
Mine Engine Characteristics
Diesel Type
Model – 3512 BTA
Power – 1304.97(KWT)=1775(HP).
Number of Engines – 2.
Tug Boat “PORTGARTH”
IMO # 9067685
Length Overall L =27.77 ∂
Breadth B =9.40 ∂
Drought = 4.40∂
Call Sign 4L SL2
Year Built 1995
Gross Tonnage 262.00
Flag state - Georgia
Date of Registration 05.04.2019
Registration number # C-01304
Reg.Valid Until 04.04.2023
Port of Origin - Poti
Mine Engine Characteristics
Diesel Type
Model KROMHOUT
Force 1490.00 (KWT)=2026 (HP)
Number of Engines 2.

Tug Boat “SL CROSSBILL”
IMO # 9327956
Length overall L =48.10 ∂
Breadth B =12.60 ∂
Drought = 5.78∂
Call Sign 4L JY
Year Built 2005
Gross tonnage 906/272
Flag state-Georgia
Registration date -12.04.2018
Reg.Valid Until - 23.02.2023
Registration Number # M-00069
Port of Origin – Poti
Mine Engine Characteristics
Type Diesel
Model 2 x Wartsila 6R 32 each developing an MCR of 2460 KW
Force 6590BHP
Number of Engines 2

Information about the Pilot in port of Poti and Tug boat Captains

Pilot – Citizen of Georgia
Pilot license No 036
License is issued by the Maritime transport agency of Georgia
Issue date – 21.10.2018
Expiry date – 17.10 2023
Place of Operation: Sea port of Poti.

Captain of Tug boat Patriot
Citizen f Georgia
Seaman Certificate: No 12-01-000950

Certificate of Competency No 17G01-03-004035
Issue date - 07.08.2020
Expiry date - 07.08.2025

Captain of Tug boat Portgarth
Citizen of Georgia
Seaman Certificate No 12-01-000943
Competency Certificate No 15G01-03-002518
Issue date - 25.08.2020ფ
Expiry date - 19.08.2025ფ.

Captain of Tug boat SL Crossbill
Citizen of Georgia
Seaman Certificate No 13-01-005607
Competency certificate No 21G01-02-006475
Issue date - 14.11.2021
Expiry date - 14.11.2026

Licenses and certificates of Poti port pilot and tug captains are issued
In accordance with the existing requirements and is not related to the incident.

1.6. Pier/Jetty information in Sea port of Poti

Poti Harbor includes the South and North Harbors, an internal basin, South, West and New North Mall, Entrance Channel and Outer Raid.
The territory of Poti harbor consists of protected (regime) and open (open) areas. from the parts on which the corporation "Poti Sea port" is located Harbor" and "Pace Terminal".

Minimum number of the tugs to be employed depending the size of the ship

Length over all	Minimum number of tugs	Total power of tugs
50 – 100	1	1000 horse power
101 – 180	2	6000 horse power
201-and more	3	9000 horse power

Piers/Jetties in port of Poti

Number of Jetty	Length of Jetty (ð)		Project Depth (ð)
	Overall Length	Operational Length	
N1 Jetty	200	200	12,5
N2 Jetty	183	160	12,5
N3 Jetty	215	215	8,5
N4 Jetty	154	154	8,5
N5 Jetty	173	173	8,5
N6 Jetty	212	190	9,75
N7 Jetty	211	170	8,25
N8 Jetty	215	200	9,75
N9 Jetty	220	220	8,0
N10 Jetty	264	264	8,0
N11 Jetty	71	71	8,0
N12 Jetty	250	240	6,1
N13 Jetty	97	97	6,5

N14 Jetty	253	240	8,4
N15 Jetty	155	150	8,5

The data of Poti harbor and berths are in accordance with the existing requirements and what has happened It is not related to the incident.

1.7 Meteorological Information

[illegible]
LEPL State Hydrographic Service Of Georgia

[illegible]
Synoptical Division

KA990136000870622

[illegible] Tel: +995(493) 22-17-72; 27-84-83; 593510786; [illegible] Poti
[illegible] Tel: +995(422) 29-36-02; 593510885; [illegible] Batumi

№ WF/5685

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ბრიფინგი

20/10/2022 წ. 10:00 სთ-დან 21/10/2022 წ. 10:00 სთ-მდე	ფოთი (Poti)		ქულევი (Kulevi)	
	დღე	ღამე	დღე	ღამე
ქარი (სიჩქარე) მ/წმ Wind (speed) m/s	8-13/16-19	8-13/15-18	8-13/16-19	8-13/15-18
შენიშვნა Note				
ქარი (მიმართულება) Wind (direction)	დასავლეთი Westerly	ჩრდილო-დასავლეთი NW	დასავლეთი Westerly	ჩრდილო-დასავლეთი NW
შენიშვნა Note	დღის დასაწყისში ცვალებადი at begining of day variable 6-11		დღის დასაწყისში ცვალებადი at begining of day variable 6-11	
ზღვის ფიქრა (ბალი) Sea State	3-4/4	4-5/5	3-4/4	4-5/5
ტალღის სიმაღლე (სმ) Wave height (sm)	80-180/125-250	200-300/260-350	80-180/125-250	200-300/260-350
შენიშვნა Note	დღის დასაწყისში at begining of day 3 (50-125)		დღის დასაწყისში at begining of day 3 (50-125)	
ხილვადობა (მილი) Visibity (Miles)	2-5	2-5	2-5	2-5
ღრუბლიანობა Cloudness	ძირითადად მოღრუბლული mostly cloudy	ძირითადად მოღრუბლული mostly cloudy	ძირითადად მოღრუბლული mostly cloudy	ძირითადად მოღრუბლული mostly cloudy
ტემპერატურა (ჰაერის) °C Air Temperature °C	17-19	14-16	17-19	14-16
ტემპერატურა (ზღვის) °C Sea Temperature °C	20-22	20-22	20-22	20-22
ნალექი Precipitation	ცოროკამოშვებით წვიმა, ხოჯერ ძლიერი occasionaly rain, sometimes heavy	ცოროკამოშვებით წვიმა occasionaly rain	ცოროკამოშვებით წვიმა, ხოჯერ ძლიერი occasionaly rain, sometimes heavy	ცოროკამოშვებით წვიმა occasionaly rain
შენიშვნა Note	შესაძლებელია ელჭექი possible thunderstorm		შესაძლებელია ელჭექი possible thunderstorm	

[illegible]

[illegible]

[illegible]

The actual weather conditions in the port of Poti are not related to the incident.

1.8 Fire

There was not fire during the maritime incident of MV Uni Phoenix.

1.9. Environmental Pollution

No environmental pollution was reported on MV Uni Phoenix during the incident.

1.10. Rescue factors

During the Uni- Phoenix incident, none of the crew members of the ship involved, tug boats involved and sea port jettymens were injured.

2.Analysis

Analysis of incident happened on 20.10.2022 is based on:

- Maritime Codex of Georgia;
- Technical regalement of Pilot Operation and certification;
- Convention “International Regulation preventing of collision of ships-1972” CORLEG-72;
- Statement provided by the Harbour master of Poti Seaport;
- Statement provided by the Master of Container vessel MV Uni Phoenix;
- Statement provided by the Pilot;
- Incident report provided by the Maritime transport agency of Georgia;
- Recording of the VTS and AIS;
- Uni-Phoenix ship parameters recorder installed on container ship
- removed from objective control device ("black box"–VDR decoding) and
- analysis of records;
- Weather report provided by the State hydrographic office of Georgia;
- Interview provided by the Pilot company “Poti Pilot”;

- Interview provided by the various department members in the management of Port of Poti;

Based on information collected and analyzed, The Panama flagged Container vessel MV Uni Phoenix **(IMO:92021700)** on 20.10.2022, 15:30p.m. left the anchorage No300 and proceed to entrance of Poti seaport.

On 15:30p.m., the Master of Uni Phoenix received information from VTS to proceed with Course of 055º to the direction of Pilot boarding buoy and to prepare pilot ladder from the port side.

On 15:32p.m. the local pilot informed the VTS that he was completed the mooring of previous vessel and was determining the details regarding berthing of MV Uni Phoenix. The latter was still sailing towards the Pilot boarding buoy. (VDR -fail 221020, 113529, - V1,9202170). On 15:48p.m. the VTS operator informs the master of MV Uni Phoenix that vessel must stop the movement and wait the pilot in the following coordinates: LAT.=42º09,7'N; LONG.=041º32,9'E. Captain of the Container vessel acknowledges the information from the VTS. (VDR- fail- 221020, 114729, M1,9202170)

Remark1. Nevertheless, according to the AIS records, it is established that the ship did not stops and continues moving along the pilot buoy.

The vessel MV Uni-Phoenix has disregarded for "harbor rules"-

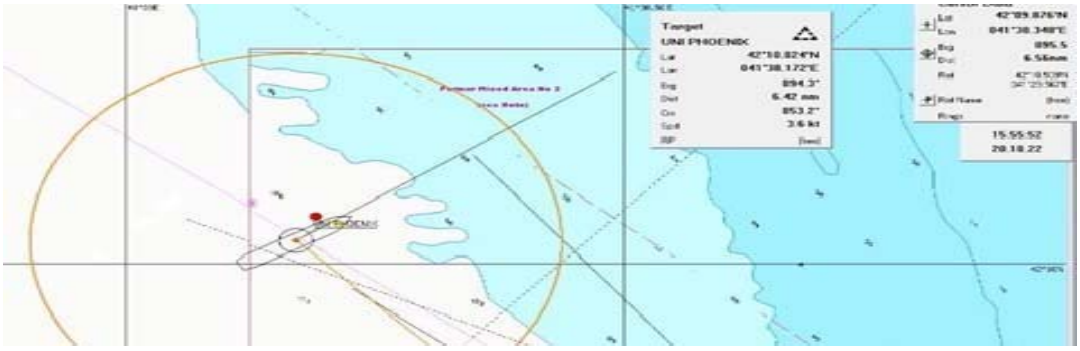
Chapter III, Article 16. paragraph 1. and paragraph 5. Fulfillment of requirements. Paragraph 1. '' The ship pilotage accompaniment is carried out at the port approach and in port waters, for providing navigational safety, prevention of maritime casualties and environmental protection. „

Paragraph 5. ''The vessel has to stop the main engine and suppress a vessel inertia for receiving marine pilot. In Case if his is impossible for unfavorable hydro meteorological conditions, then the vessel has to slow down the movement to a minimum and ensure the vessel handling".

The pilot finished mooring the previous vessel on 15:50LT, and proceed with pilot boat "King Tamari" direction Uni phoenix. Pilot requested the VTS about the Speed of

Uni phoenix and received information that her speed. At the same time, the pilot, by communicating with the VTS operator, specified the speed and direction of movement of the vessel MV Uni-Phoenix, determined that with the given trajectory the vessel MV Uni-Phoenix could not ensure entry into the entrance channel to the port of Poti, and took the following preventive measures: According to the pilot's explanation, in order to reduce the risks of aground, he through the VTS operator, several times 15:52p.m.; 15:55hp.m.; 15:56p.m. transmitted a recommendation message to the captain of the MV Uni-Phoenix vessel to turn right and first take a course of 108^0, then 125^0 and 135^0, the receipt and execution of which the VTS operator received confirmation from the captain of the Uni-Phoenix vessel.

15:52p.m.-108º (VDR – fail- 221020,115129,V1,9202170).



15:55p.m.-125º(VDR-fail 221020,115429,M1,9202170).

As per statement provided by the Master of Uni Phoenix, it is said that due to shoal water and NWN (14m/s) wind direction, he was not able to turn the ship. Master of

the vessel Uni Phoenix decided to increase the speed of the vessel from 3,4knots to 4,6knots to improve its maneuverability, near the pilot boarding area.

Remark 2. As Per statement provided by the Master of MV Uni Phoenix, Pilot embarked the vessel on 15:54p.m. and gave the order to stop the vessel. According the statement provided by the Pilot, he embarked the vessel at 15:58p.m., and vessel was already aground (The time shown does not coincide with the time the ship aground).

On 20.10.2025, 15:58p.m. the Container vessel MV Uni Phoenix ran aground on the North side of Safe fairway at following coordinates: LAT=42º10, 1'N; LONG=041º38,3'E;

15:58p.m.. Aground(VDR-fail 221020,115829,M1,9202170).

The Master of vessel MV Uni Phoenix gave order to measure depths around the ship to determine which side of the vessel was sitting on shoal. It was discovered that Starboard side 70 meters from the bow going to stern on the port side was aground. After the inspection of hull it was reported by the Master that vessel's hull was intact

On 18:40p.m. the harbour master commenced the rescue operation. Three tugs were used. On the Aft side, at the stern, SL crossbill was secured. On the Starboard bow forward, tugs Portgarth and Patriot were secured. (VDR –fail-(221020, 144030, M1, 9202170).

On 19:00p.m. with the help of tugs and astern movement of ship's propeller, container vessel MV Uni-Phoenix was able to leave agrounding (refloat).

(VDR-fail 221020, 150130, M1, 9202170).

On 19:54p.m. the Uni Phoenix dropped the anchor on anchorage area No300. On 20:55p.m. vessel was once again checked and inspected on signs of hull damage and nothing was found.

Note 3. Particularly, vessel did not used ECDIS system and ENC charts correctly. She crossed the safety contour that was indicating the dangerous water, despite the system gave the proper alarm as per setting of Safety fame. It is obvious that bridge team was ignoring the alarm coming from ECDIS system.

3. Conclusion

Investigation of above stated incident based on the evidence available revealed:

- Ships and tug boats involved in the incident did not have any technical restrictions;
- Characteristics of the Seaport of Poti corresponds to modern requirements;
- During the incident, weather condition in the seaport of Poti was not connect with on incident;
- Licenses of Poti Pilot and the tug boat Captains, are as per legal requirements;

  Incorrect and improper actions of Master of Container vessel "UNI PHOENIX" (IMO: 92021700), was the main cause of incident.
- Late and improper actions by the Pilot station is also cause of the incident.
- It was not possible to read the information provided by the ship's VDR. It was impossible to see full picture of Incident.
- Main cause of the incident was improper actions taken by the Master of Container vessel ''UNI PHOENIX'' (IMO:92021700). Lack of Risk assessment, violation of safety rules, late actions in extreme circumstances. Improper knowledge of ship's maneuvering characteristics. Failure of Bridge team management and improper speed during prevailing weather condition. Improper cooperation of VTS and Pilot station. Particularly, late response and

cooperation of Pilot for safe passage of Container vessel ’UNI PHOENIX’’ (IMO:92021700).

The incident happened is classified as ship’s grounding as per Annex I of Naval based incident investigation rules.

Category	English meaning	Description
Grounding		Vessel’s
	Wreaked/Standard (WS)	grounding, impact with underwater object or seafloor.

4. Safety Recommendations

1. To improve safety of navigation and prevent re occurrence in future, the investigation report of the above stated incident, the report to be send to:
    a) Maritime transport agency of Georgia;
    b) Management of Seaports of Batumi, Poti and Kulevi;
    c) Pilot stations and tug boat management of Seaport of Batumi, Poti and Kulevi;
    d) The management of Seaports of Batumi, Poti and Kulevi must, when and if any maritime incident occurs in their respective management areas, collect all the evidence necessary including the VDR data and deck log book information. e) Ship-owner;
2. The managers of respective parties written above, that will receive the report must:
    a) Thorough review of the report with their respective workers and colleagues;

b) Carry out additional theoretical trainings and practical drills in following subjects:

- Management, plan, of piloting vessels inside and outside port, including carrying out proper Risk assessment;
- Improve joint cooperation of Pilot stations and Management of Seaports of Batumi, Poti, Kulevi.

Civil Aviation and Maritime Transport

Accident /Incident Investigation Bureau