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

Investigation report on the incident that occurred in the port of Poti on 17.12.2022 (the collision of the ship "ORION 7" with the ship "SEA HAWK").

Tbilisi 2022

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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 December 17. 2022 at 07:52a.m. (local time here and below) the ship MV ORION 7 (IMO: 9611101, Panamanian flag), while departing from Berth No. 3 of the Port of Poti, collided with the ship MV SEA HAWK (Liberian flag) at Berth No. 9 and caused damage to the ship's aft on the port side, in the engine room area.

The incident was reported to the Port Captain's Office late, after the ship MV ORION 7 had left the port waters. By order of the Port Captain's Office, the ship MV ORION 7was returned to anchorage No. 300 in order to investigate the causes and circumstances of the incident and ensure that the ship could continue sailing safely. The ship's crew members were not injured, the integrity of the ship's hull was not damaged, and there was no flooding.

The State Supervision and Control Service of the Poti Port duly sent a notification about the maritime incident to the Maritime Transport Agency, the Maritime Rescue Coordination Center, and Civil Aviation and Maritime Transport Accident /Incident Investigation Bureau.

Investigation commenced: 18.12.2022
Investigation finished: 28.12.2022

1.2. Human injury

As a result of the incident, the crew members of the ships MV ORION 7 and MV SEA HAWK did not suffer any physical injuries.

1.3. Vessel's damage

As a result of the collision, the following damage was observed to the hull aft of the ship MV SEA HAWK on the port side, in the engine room area: Scratch length: 2.7 m (between frames 16 - 20) Depth of bend 3-4 cm, 1.5 m long.

As a result of the impact, damage to the ship's hull was observed on the upper part of the port bow of the ship MV ORION 7.

1.4. Other damage

The ships involved in the incident, MV ORION 7 and MV SEA HAWK, did not sustain any other injuries.

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

MV ORION 7
IMO # 9611101
Call Sign 3EGP7
MMSI 355046000
Flag state PANAMA
Length overall L =136,7m
Breadth B =16,5 m
Drought d = 4,6m
Deadweight 6041mt
Year of Built 1991
Gross tonnage 5223
Net tonnage 2959
Main Engine characteristics-
6CHN40/46OM4 Mai Engine Power -
2576.00 KWT Port of Origin - PANAMA.

MV SEA HAWK
IMO # 9766346
Call Sign DSLV7
MMSI 636018984
Flag state LIBERIA
Length overall L =181,2m
Breadth B =30,0 m
Drought d = 11,5m
Deadweight 37163,4mt
Year of Built 2017
Gross tonnage 23662t
Net tonnage 12892t

Main Engine characteristics-MABB&W5S50ME
Mai Engine Power - 6050 KWT
Port of Origin - MONROVIA

Tug boat „PATRIOT"
IMO # 9412189
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 # 90676685
Length Overall L =27,7 m
Breadth B =9,4 m
Drought = 4,4m
Call Sign 4L XX2
Year Built 1995
Gross Tonnage 262,0t
Flag state - Georgia
Date of Registration 05.04.2019
Reg.Valid Until 04.04.2024
Port of Origin - Poti
Mine Engine Characteristics
Diesel Type
Model KROMHOUT
Force 1490.00 (KWT)=2026 (HP)
Number of Engines 2.

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

Pilot – Citizen of Georgia
Pilot license No 051
License is issued by the Maritime transport agency of Georgia
Issue date – 17.10.2023
Expiry date – 17.10 2028
Place of Operation: Sea port of Poti.
Captain of Tug boat Patriot
Citizen f Georgia
Seaman Certificate: GE016743
Certificate of Competency No 17G01-03-004035
Issue date – 01.07.2022
Expiry date – 30.06.2027

Captain of Tug boat PATRIOT
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.
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

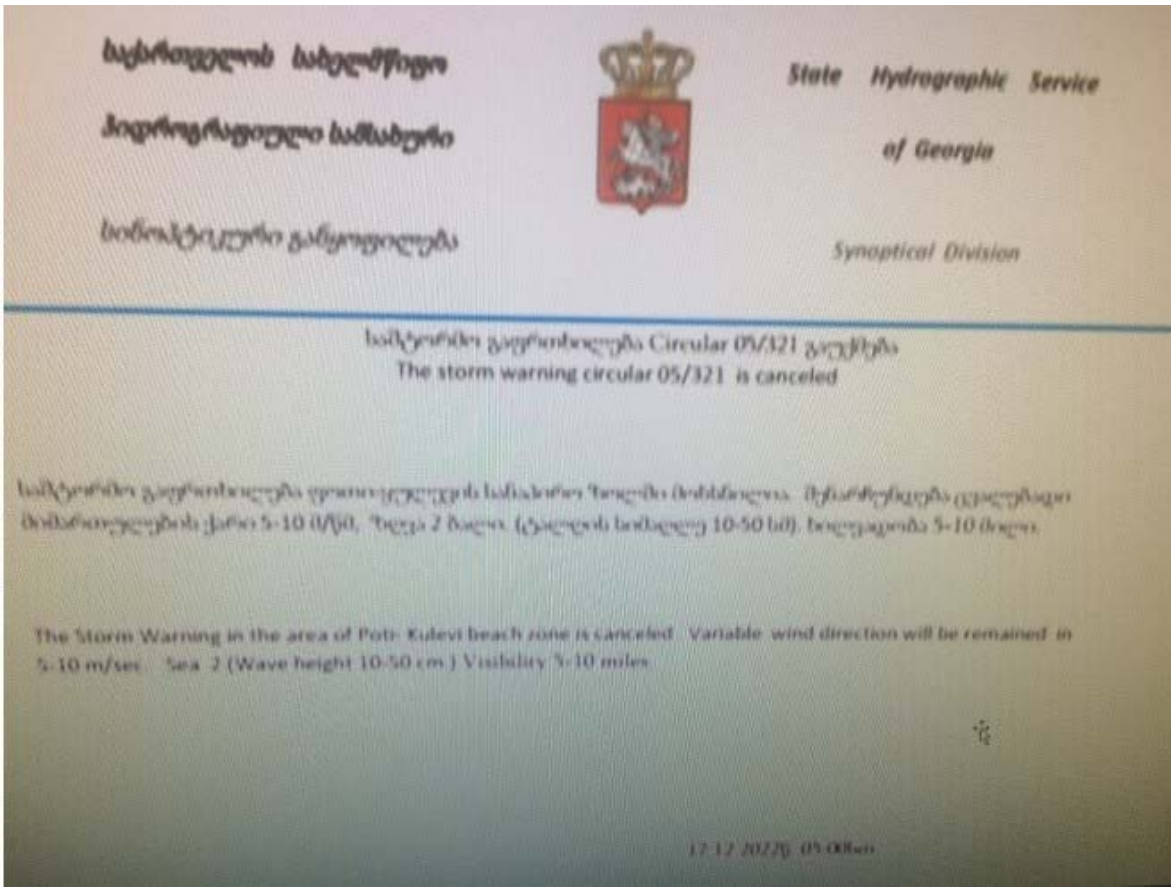
Length over all	Minimum number of tugs	Total power of tugs
50 – 100	1	1000 horse power
101 – 180	2	6000 horse power
201-and more	3	9000 horse power

Piers/Jetties in port of Poti

Number of Jetty	Length of Jetty (∂)		Project Depth (∂)
	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



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.

1.9. Environmental Pollution

No environmental pollution was reported during the marine incident.

1.10. Rescue factors

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

2.Analysis

The maritime incident that occurred in the Poti Seaport on 17.12.2022 has been analyzed in accordance with: the Georgian Maritime Code;

The Technical Regulation “Rules for Pilotage Service Activities and Pilot Certification”;

The “Rules for the Official Investigation of Maritime Incidents/Accidents”;

The “Technical Regulation “Port Rules”;

The Report Card of the Head of the Poti Port Supervision and Control Service - Port Captain;

The Report Card of the Officer of the Poti Port State Supervision and Control Service - Incident Report;

The Explanatory Card of the Captain of the Ship MV ORION 7;

The Explanatory Card of the Boatswain of the Ship MV ORION 7;

The Letter of Protest of the Captain of the Ship “SEA HAWK”;

Explanatory note of the pilot of the Poti Port Pilotage Service "Poti Pilot";

Explanatory cards of the captains of the tugboat “PATRIOT” and tugboat “PORTGARTH” of the Poti Port Towing Service - LLC “Swiss Georgia”;

Vessel Traffic Service (VTS) and Automatic Identification System (AIS) records;

Records taken from video cameras located on the perimeter of the Poti Port berths;

Decoding and analysis of records taken from the objective control device (“black box” – VDR) installed on the ship MV ORION 7;

Excerpts of weather forecasts and actual weather conditions issued by the LEPL Georgian State Hydrographic Service;

Based on the explanations received from the managers and technical personnel of the Poti Port State Supervision and Control Service, the Poti Port Pilotage Service "Poti Pilot" and the towing service - "Swiss Georgia" LLC, as well as the study of international best practices implemented in the field of maritime transport.

The study and analysis of the working material submitted for the investigation of the incident showed that on December 17. 2022 the Panamanian-flagged ship MV ORION 7, which was berthed at the 3rd berth of the Poti Port, at 07:00 a.m. was ready to go to sea, for which purpose, the captain of the ship MV ORION 7 called the pilot of the Poti Port Pilotage Service, who at 07:10 a.m. embarked the ship "ORION 7" and, together with the captain, planned the scheme for removing the ship from the port in accordance with the rules.

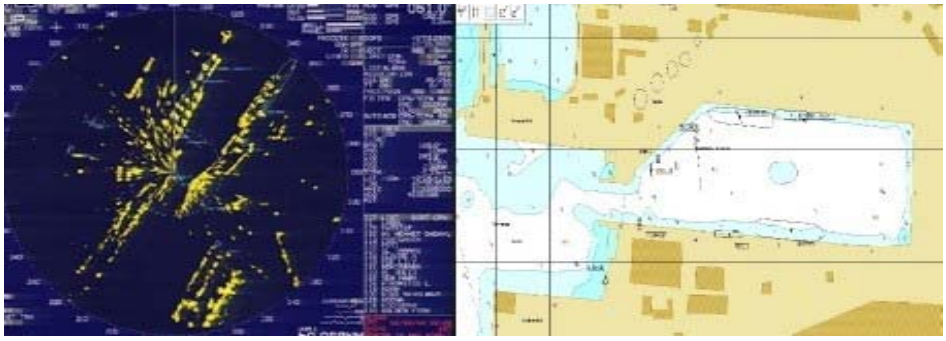
The pilot, in accordance with the procedures for towing the vessel MV ORION 7 from Berth No. 3 of the Poti Port, called for the auxiliary tugs "Portgarth" and "Patriot". The tug "Portgarth" was towed by a short rope from the starboard bow of the vessel MV ORION 7, and the tug "Patriot" was towed by a short rope from the starboard bow of the vessel MV ORION 7. During the towing of the vessel MV ORION 7 from Berth No. 3, in accordance with the rules, the second assistant of the captain of the vessel MV ORION 7 was placed on the bow and the boatswain on the bow in order to dictate the safe distances from the bow and stern of the vessel to the expected obstacles.

During the departure of the ship MV ORION 7 from the 3rd berth, in accordance with the rules, in order to dictate safe distances from the ship's bow and stern to the expected obstacles, the second assistant of the captain of the ship MV ORION 7 was placed on the stern and the boatswain on the bow. According to the agreed scheme, the Poti Port Pilot would issue instructions and recommendations related to sailing or ship manoeuvring directly to the captain of the ship MV ORION 7, who would then give the appropriate orders to the crew members of the ship MV ORION 7 and receive responses from them, while the tugs "Portgarth" and "Patriot" would receive instructions directly from the pilot.

According to the pilot's explanation, other vessels at the berths of the Poti port, specifically in the vicinity of the ship MV ORION 7 at that time, did not prevent the safe removal of the ship from the port. According to the captain of the ship MV ORION 7, the incident would not have occurred if the procedure for removing the

ship from the berth had been carried out in the inner basin of the Poti port, where there is more room for maneuvering.

Remark 1: - The captain of the ship "ORION 7" did not protest when the pilot agreed on the scheme for removing the ship from the port, and the pilot did not record any remarks or complaints in the receipt. At 07:43 a.m. the unmoored of the ship MV ORION 7 from the 3rd berth began.



VDR-07:43a.m. AIS-07:43a.m.

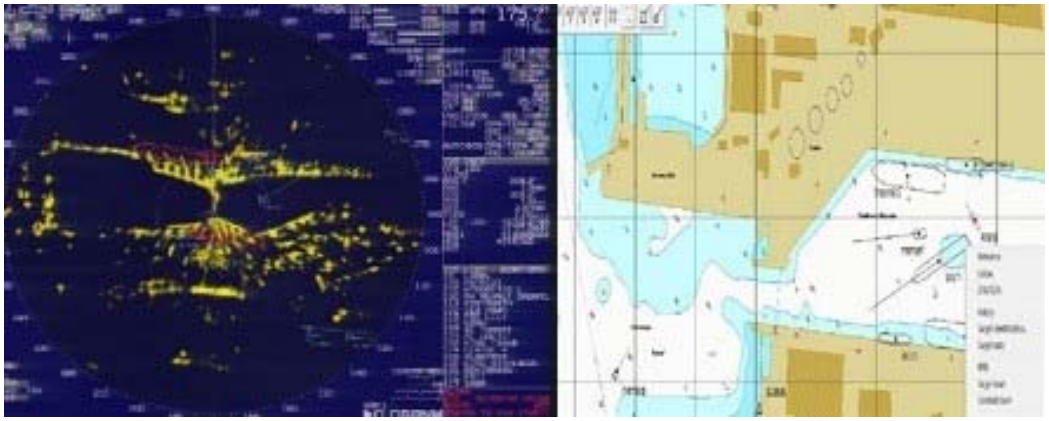
07:44a.m. The MV ORION 7 was towed from the berth # 3, after which, in order to safely turn the ship in the wide part of the water area and move towards the exit channel, the pilot recommended starting the ship's engine at the lowest forward speed (DSA), which the ship's captain did. At 07:48a.m. the pilot checked the ship's speed with the ship's captain, which was 1.2 knots, and recommended stopping the engine (Stop Engine) and starting to turn the ship by towing. Also, if necessary, by mutual agreement between the pilot and the ship's captain, the ship's engine MV ORION 7 was periodically used in both forward and reverse modes. There were no comments regarding the proper operation of the engine.

From 07:48 to 07:52 the safe distance (from the bow of the vessel MV ORION 7 to the vessel MV ATROMITOS L" at berth 4 and from the bow of the vessel MV ORION 7 to the vessel MV SEA HAWK was under control. At 07:52, during the turn of the vessel MV ORION 7, a critical situation began to develop, which manifested itself in a reduction in the distance from the bow of the vessel MV ORION 7 to the vessel MV ATROMITOS L at berth 4/13 to approximately 5 meters, and determining the distance from the bow of the vessel MV ORION 7 (where the boatswain of the vessel MV

ORION 7 was located to control the distance) to the vessel MV SEA HAWK could not be safe.

According to the explanation of the boatswain of the ship MV ORION 7, he provided the captain with information about the distance to the ship MV SEA HAWK every 2 minutes. The last information he provided to the captain was when the distance from the bow of their ship MV ORION 7 to the ship MV SEA HAWK" was 8 meters. The VDR records show that at 07:52. Despite the repeated attempts of the captain of the ship MV ORION 7 to check with the boatswain on the bow by radio whether the ship was passing safely or not, he did not receive a response from the boatswain on the bow of MV ORION 7 in a timely manner. At the same time, the captain of the tugboat "Portgarth" tied to the bow of the ship MV ORION 7 repeatedly reported to the pilot about the tendency of the distance to the ship MV SEA HAWK to decrease, on which the pilot immediately recommended that he work with the spring in order to pull the ship MV ORION 7 back, which he immediately did. At the same time, the pilot recommended to the captain of the ship MV ORION 7 to first stop the engine (Stop Engine), and then to transfer the engine to the lowest reverse mode. The captain of the ship MV ORION 7 immediately gave the order to implement the recommendations received from the pilot to his crew.

The VDR records establish that during the development of the above-mentioned critical situation, the implementation of the recommendations issued by the pilot (pushing the ship MV ORION 7 back, stopping the engine and then switching to reverse mode) by both the captains of the ship MV ORION 7 and the tugboat "Portgarth" 14 failed to ensure a timely stop of the inertia of the ship MV ORION 7 and a change in the trajectory of movement, as a result of which, during the process of turning the ship, at 07:53a.m. the ship MV ORION 7 made a nose-to-nose contact with the ship MV SEA HAWK in the aft area.



VDR-07:53a.m. AIS=07:53a.m.

The ship's captain and the pilot of the Poti port on the bridge of the vessel MV ORION 7, as well as the captain of the tugboat "Portgarth" tied to the starboard bow of the vessel "ORION 7", did not visually see the contact with the vessel MV SEA HAWK and did not hear the contact. The ship's captain and the pilot of the Poti port on the bridge of the vessel MV SEA HAWK did not receive a report of damage to the vessel. At 07:54a.m. after the vessel MV ORION 7 turned around, the boatswain standing on the bow reported to the captain of the vessel MV ORION 7 about minor damage to the left side of the vessel's bow. The captain of the ship MV ORION 7, considering the damage to the ship insignificant, handed over the pilot of the Poti port a pilot's receipt without any comments, after which the pilot left the ship and set off in a pilot boat to bring another ordinary ship into the Poti port. The pilot did not report the incident to the Poti port captain's office.

Remark 2. The requirement of Article 90, paragraph 1 of the Maritime Code of Georgia was not fulfilled. “When escorting a ship, the pilot is obliged to monitor changes in the fairway, as well as the condition of coastal navigation marks and immediately inform the harbor master of all maritime incidents related to the escorting ship and any changes in the fairway.”

Remark 3. According to Article 97 of the Maritime Code of Georgia, “The presence of a pilot on board the ship does not relieve the captain from responsibility for steering

the ship. In special cases, when leaving the ship's bridge, he is obliged to leave with the pilot a person who is responsible for steering the ship during the captain's absence."

3. Conclusion

The investigation of the incident revealed:

- The technical data of the vessels and tugs involved in the incident are not related to the incident;
- The licenses and certificates of the Poti Port Pilot and Tug Captains are issued in accordance with the existing requirements and are not related to the incident;
- The data of the Poti Port and berths comply with the existing requirements and are not related to the incident;
- The actual weather conditions in the Poti Port are not related to the incident.
- The pilot did not report the incident to the Port Captain's Office. The incident (the collision of the ship MV ORION 7 with the ship MV SEA HAWK), during the process of pulling out of the harbor, the failure to stop the inertia of the ship MV ORION 7 in time and the failure to change the trajectory of movement was caused by the failure to take into account the technical characteristics and handling characteristics of the ship when navigating in the channels, in particular, the lack of time necessary to implement the recommendations issued at a given distance, and the incorrect assessment of the expected risks.

Maritime incidents that occurred are classified as maritime incidents - collision in accordance with the "Table of Marine Incidents/Case Categories" in Appendix 1 of the "Rules for the Official Investigation of Maritime Incidents/Cases -collision".

4. Safety Recommendations

1. In order to improve the level of navigation safety and prevent similar maritime incidents in the future, this maritime incident investigation report shall be sent for response to:

a) the LEPL Maritime Transport Agency;
b) the heads of the State Supervision and Control Services of the Ports of Poti, Batumi and Kulevi;
c) the heads of the Ports of Poti, Batumi and Kulevi;
d) the shipowners of the ships MV ORION 7 and MV SEA HAWK;

2. The management of the services receiving the maritime incident investigation report shall ensure, in the nearest future: a) a detailed discussion of the investigation report with the personnel of the services subordinate to them;

-Maneuvering of vessels using tugs in the port - towing technology, methodology and insurance of expected risks;

- When towing vessels, as well as during towing operations, taking into account the influence of towing work, contact angle and power, coordinated actions-management (management of the bridge crew);

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

Civil Aviation and Maritime Transport

Accident /Incident Investigation Bureau