



Panama Maritime Authority
Directorate General of Merchant Marine
Marine Accident investigation Department

REPORT: M/V “TERVE”R-047-2014-DIAM
IMO No. 9204348
DATE: 27th February 2014





REPORT ON THE INVESTIGATION OF THE COLLISION OF

**m.v. “TERVE”
IMO number 9204348
Register Number 2639499CH**

**With FISHING BOAT “ISLA ALBORAN
TRES”**

**At Mediterranean Sea, Motril, Spain
On the 27th February 2014**

In accordance to Resolution No. 106-135-DGMM of September 9th, 2013 from the Merchant Marine General Directorate of the Panama Maritime Authority, on it's second article stipulates; “Similarly investigations are not designed to exert actions criminal, civil or administrative, at which they will be subject only to the purposes stated in the Code for the Investigation of Marine Casualties and Incidents adopted by the International Maritime Organization (IMO)



GLOSSARY OF ABBREVIATIONS

A/B	Able Seaman
ABS	American Bureau of Shipping
AIS	Automatic Identification System
ARPA	Automatic Radar Plotting Aid
BA	British Admiralty
BMA	Bahamas Maritime Authority
BNWS	Bridge Navigational Watch System
BTM	Bridge Team Management
BV	Bureau Veritas
CM	Crisis Manager
COC	Certificate of Competency
COG	Course over Ground
COLREG	Convention on the International Regulations for Preventing Collisions at Sea
CPA	Closest Point of Approach
DNV	Det Norske Veritas
DOC	Document of compliance
ECR	Engine control room
ETA	Estimated time of arrival
GPS	Global Positioning System
HP	Horse Power
HRS	Hours
IMO	International Maritime Organization
ISM	International Safety Management
KG	Distance from the keel to the centre of gravity
Kts	Knots
kW	Kilowatt
LBP	Length Between Perpendiculars
LR	Lloyd’s Register
LRIT	Long Range identification and Tracking
LT	Local Time
LOA	Length overall
MARPOL	International Convention for the Prevention of Pollution from Ships
MB	Longitudinal distance of centre of buoyancy from midships

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MCA	Maritime and Coastguard Agency
MCR	Maximum Continuous Rating
MF	Longitudinal distance of flotation from midships
MG	Longitudinal distance of centre of gravity from midship
MGN	Marine Guidance Note
MSC	Maritime Safety Committee (of IMO)
Mt	metric tonnes
OOW	Officer of the Watch
OS	Ordinary Seaman
PA	Public Address
PMA	Panama Maritime Administrator
SMS	Safety Management System
SOG	Speed over Ground
SOLAS	International Convention for the Safety of Life at Sea
STCW	Standards of Training, Certification and Watch keeping for Seafarers
S-VDR	Simplified Voyage Data Recorder
UTC	Universal Co-ordinated Time
VDR	Voyage Data Recorder



INVESTIGATION OBJECTIVES

Ref. IMO Resolution MSC.255 (84)/MSC.257 (84) *CODE FOR THE INVESTIGATION OF MARINE CASUALTIES AND INCIDENTS.*

The objective of any marine casualty investigation is to prevent similar casualties in the future. Investigations identify the circumstances of the casualty under investigation and establish the causes and contributing factors, by gathering and analyzing information and drawing on conclusions. Ideally, it is not the purpose of such investigations to determine liability, or apportion blame. However, the investigating authority should not refrain from fully reporting the causes because fault or liability may be inferred from the findings.



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1. SUMMARY

- 1.1 On the 27th February 2014, the Panama registered General cargo vessel TERVE collided with fishing vessel ISLA ALBORAN TRES at position 36° 12,7' N – 003° 30,45' W, in the Mediterranean Sea.



Figure 1.1– Area of collision

- 1.2 The TERVE was heading East in the West Mediterranean Spanish Waters South of Motril and the ISLA ALBORAN TRES was heading North Westerly towards Motril.
- 1.3 The TERVE was sailing from San Pedro, Ivory Coast to Istanbul, Turkey.
- 1.4 The vessel was loaded with a total of 3,058 metric tons of cocoa beans in bags.



1.5 At the time of the collision the visibility was good:

Wind: Force 2 - Light Breeze (Mean wind speed of 5 knots)

Sea: Force 1 - Calm (Wave heights 0-0.1)

1.6 Watch was handed over by the Chief Officer to the Master with nothing special to be of any concern. The weather forecast was reviewed and they had a talk on ventilation of the cargo holds. Chief Officer also mentioned that fishing boats were on the area.

1.7 The watch was handed over to the Master and the A.B. lookout

1.8 Minutes after the Master instructed the AB on the watch to proceed on deck to help to ventilate and inspect cargo holds as normal daily routine for this type of cargo.

1.9 Master saw one fishing boat but with the current heading and speed the boat was supposed to pass clear the aft.

1.10 Based on the above the Master continued with his watch without paying much attention to the fishing boat.

1.11 As the TERVE and the ISLA ALBORAN TRES got closer to each other, the ISLA ALBORAN TRES suddenly made a turn to her starboard heading straight to TERVE's starboard side.

1.12 The TERVE and the ISLA ALBORAN collided.



- 1.13 Bosun and one AB who were on deck at that time heard a noise and some shouting outside the ship.
- 1.14 At that time the Bosun saw a fishing boat too close to the TERVE with a number of crew shouting to them in Spanish.
- 1.15 At the time of the collision the bridge was attended by the Master only who had been on duty since 08,00 hrs UTC.
- 1.16 The collision occurred at 09.40 hrs UTC in position 36° 12,7' N - 003° 30.45' W while the vessel was in course 81° and heading with a speed of about 11.5 knots.
- 1.17 The TERVE stopped engine and gradually reduced speed and maneuvered to check boat's condition while reporting the collision to MRCC Almeria.
- 1.18 The ISLA ALBORAN TRES reported water ingress and a helicopter was deployed to the scene to deliver a portable pump to allow the boat to proceed to Motril, Spain.
- 1.19 Neither visual damages nor pollution was observed and only small coating scratches were seen on the TERVE's hull coating.
- 1.20 The TERVE resumed her voyage to Istanbul, Turkey same day at 11.18 hrs while the fishing boat was moving away back to shore.



2. PARTICULARS OF VESSEL

NAME	:	TERVE
FLAG	:	PANAMA
PORT OF REGISTRY	:	PANAMA
OFFICIAL NUMBER	:	2639499CH
CALL SIGN	:	3FGZ9
IMO NUMBER	:	9204348
TYPE	:	General cargo Ship
L.O.A.	:	105.500 M
L.B.P	:	99.00 M
BREADTH	:	16.80 M
DEPTH	:	8.80 M
G.R.T	:	4,362
N.R.T	:	2,492
DEAD WEIGHT	:	6,461

- 2.1 The vessel is powered by a five (5) cylinder MITSUI ENGINEERING, two stroke main engine type 5L35MC single acting which develops 2,795 kW at 200 rpm.
- 2.2 The cargo is carried in a total of nine (3) cargo holds with a total grain capacity of 8,838 m3.

- 2.3 The vessel was keel laid on 23rd October 1998 and delivered on the 19th January 1999 in Japan at SASEBO HEAVY INDUSTRIES CO. LTD., Shipyard. At the time of the collision she was owned by GULKA SHIPPING & TRADING Co., and managed by TGS SHIPPING SERVICES LTD of Turkey, registered with the company IMO ID 5263191.



Figure 2.1– TERVE General Views





2.4 At the time of the collision the vessel was classed with Nippon Kaiji Kyokai

(NKK) Classification Society. At this time she hold up to date and valid statutory certificates.

2.5 The last Port State Control (Med MOU) inspection was carried out in Iskenderun on the 21st November 2013 with no deficiencies or observations recorded.



Bridge Equipment

2.6 The vessel was fitted with the following navigational equipment on the bridge

Equipment / S/N No.	MANUFACTURE	TYPE
RADAR 1	J.R.C.	JMA 7000
RADAR 2	J.R.C.	NM2 173
AIS	J.R.C.	JHS 180
GPS	J.R.C.	JLR 6800
NAVTEX	J.R.C.	NCR 300A
P.A. System	J.R.C.	NWA 1810MKIIA
GYRO	TOKIMEC	TG 6000

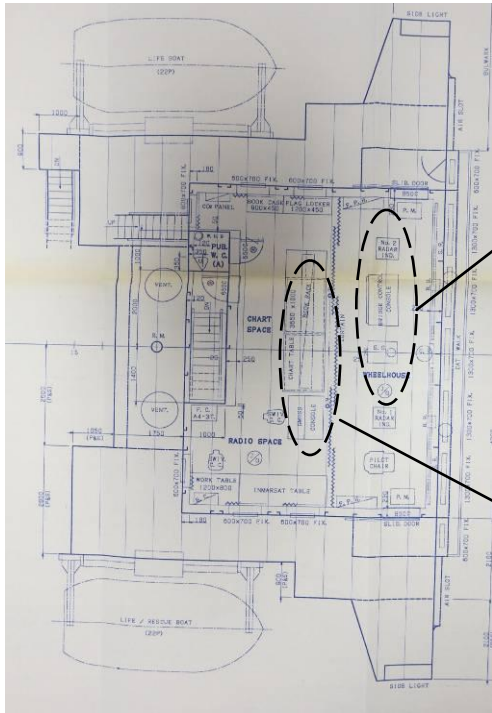


Figure 2.2- TERVE Bridge arrangements



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Communication equipment fitted on the bridge was as follows,

Equipment	MANUFACTURE	TYPE
2 x VHF/DSC	J.R.C.	JHS-32A
RTF	J.R.C.	JSS-850
MF/HF/DSC	J.R.C.	JSS850/CDJ-1085
SATCOM B	J.R.C.	JUE-310B
WEATHER FAX	J.R.C.	JAX-90
2W VHF	J.R.C.	JHS 7
SATCOM C	J.R.C.	JUE 85



Ship Certificates

CERTIFICATE NAME/ ID No.	ISSUED BY	ISSUED ON	EXPIRES ON
CARGO SHIP SAFETY CONSTRUCCION CERTIFICATE	NKK	21.05.2012	30.03.2014
CARGO SHIP SAFETY EQUIPMENT CERTIFICATE	NKK	27.05.2013	30.03.2014
CARGO SHIP SAFETY RADIO CERTIFICATE	NKK	27.05.2013	30.03.2014
CONTINUOUS SYPNOSIS RECORD	PANAMA	28.02.2013	-
DOCUMENT OF COMPLIANCE	NKK	13.06.2012	19.04.2017
INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE	NKK	21.05.2012	30.03.2014
INTERNATIONAL LOAD LINE CERTIFICATE	NKK	21.05.2012	30.03.2014
INTERNATIONAL SEWAGE POLLUTION PREVENTION CERTIFICATE	NKK	21.05.2012	30.03.2014
INTERNATIONAL SHIP SECURITY CERTIFICATE	PANAMA	22.02.2013	12.10.2017
INTERNATIONAL TONNAGE CERTIFICATE	PANAMA	22.05.2012	-
MINIMUM SAFE MANNING DOCUMENT	PANAMA	18.04.2012	
PREVENTION OF POLLUTION BY OIL	NKK	21.05.2012	30.03.2014
SAFETY MANAGEMENT CERTIFICATE	NKK	05.12.2012	12.10.2017
BUNKER OIL POLLUTION DAMAGE	PANAMA	12.04.2013	27.04.2014
MARITIME LABOUR CERTIFICATE	NKK	19.08.2013	18.02.2014

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CERTIFICATE NAME/ ID No.	ISSUED BY	ISSUED ON	EXPIRES ON
INTERNATIONAL TONNAGE CERTIFICATE	PANAMA	22.05.2012	-
INTERNATIONAL ANTI-FOULING SYSTEM	NKK	26.04.2012	-

3. PARTICULARS OF ISLA ALBORAN TRES

NAME	:	ISLA ALBORAN TRES
FLAG	:	Spain
REGISTRATION NUMBER	:	3ª GR 1-1-07
CALL SIGN	:	EA2733
IMO NUMBER	:	335375
TYPE	:	Trawler Ship
L.O.A.	:	25,34 M
L.B.P	:	29.00 M
BREADTH	:	6.00 M
G.R.T	:	111,07



Figure 3.1– ISLA ALBORAN TRES General View

3.1 The vessel is powered by one (1) 287 HP main engines.

3.3 The vessel was classed with the Spanish Maritime Administration.



4. NARRATIVE OF EVENTS

4.1 All times noted in this report are given in the style of the standard 24-hour clock without additional annotations. Ship times used onboard were local times in Spain, i.e. UTC +2.

4.2 Narrative of events are taken herewith based on crew statements gathered during the interviews.

4.3 Weather condition at the time of the incident:.

Wind:	Light Breeze - Force 2
Sea and Swell:	Calm - Force 1
Weather:	Clear
Visibility:	Good and Clear

4.4 Crew involved during the collision

Master: Holding a valid Master II/2 COC valid for the type of ship serving issued by the administration of Ukraine valid to 01st April 2014. He has been working as a Captain for 12 years and signed on the vessel on 15th October 2013 although he was familiarize with the TERVE since being handed over to current operators on 24th April 2012.

Chief Engineer: Holding a valid Chief engineer II/1 COC valid for the type of ship serving issued by the administration of Ukraine valid to 31st December 2016.

A.B.: Holding a valid watch keeping Rating II/4 COC valid for the type of ship serving issued by the administration of Ukraine valid to 13th July 2016.

Watch	OOW	Lookout
00.00 - 04.00	2nd Officer	AB
04.00 - 08.00	Chief Officer	AB
08.00 - 12.00	3rd Officer	AB

- 4.5 The TERVE loaded a total of 3,058 metric tonnes of cocoa beans in bags in the Port of San Pedro, Ivory Coast.
- 4.6 The vessel sailed from Ivory Coast on the 16th February 2014 destined to Istanbul, Turkey with a total distance to cover of approximately four thousand and four hundred (4,400) nautical miles.



Figure 4.1– TERVE planned voyage

- 4.7 The Captain was given instructions to keep a daily inspection of the cargo holds since the cargo was sensitive to humidity. Therefore the cargo holds had to be ventilated as often as possible as well as checking:
- Temperature
 - Condensation
 - Signs of water on paper cover
- 4.8 The above checks were scheduled by the Chief Officer on a daily basis after his watch around 09,00 hrs.
- 4.9 The sea passage was normal and with daily routines being carried out as scheduled.

- 4.10 On/about 25th February 2014 higher swell was reported hence no ventilation or inspections of the holds were carried out to avoid water spray into holds.
- 4.11 On the 26th February 2014 hrs at 23.45 hrs the vessel passed the Strait of Gibraltar. The 2nd Officer, AB and Master were on the bridge.

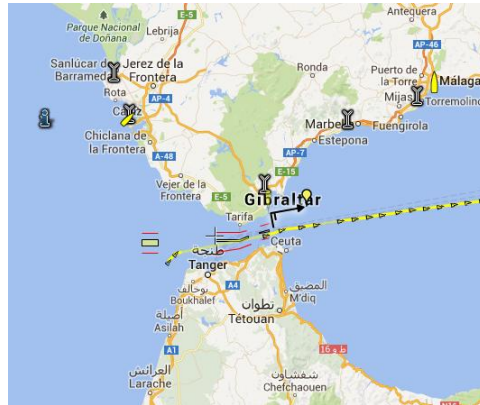


Figure 4.2– Strait of Gibraltar TERVE track

- 4.12 After passing heavy traffic corridor in the strait of Gibraltar, the Master went back to sleep.
- 4.13 On the following day, the 27th February 2014 the Master woke up, took breakfast and went to the bridge at 07.50 hrs to relief the watch from Chief Officer.
- 4.14 During the hand over of the Chief Officer briefed the Master of the weather forecast, consumptions and fishing boats in the area. Thereafter they talked about ventilation of cargo holds which could have not been possible for the last two days due to weather reasons.
- 4.15 Since the weather was calm the Chief Officer decided to open holds to naturally ventilate them as well as to have natural light for visual inspection.
- 4.16 The Chief Officer left the bridge and the new AB lookout for the watch arrived.
- 4.17 Master asked the AB to leave the bridge and proceed on main deck to help Chief Officer and Bosun with opening and inspection of holds.



- 4.18 Meantime the Master remained on the watch alone. Checked position on GPS, speed, bearings, VHF's, radar.
- 4.19 He stood forward of the bridge and saw a number of fishing boats engaged in fishing.
- 4.20 One of the fishing boats was approaching the TERVE at an estimated speed of eleven (11) knots although her course was such that would cross the TERVE clear on the aft.
- 4.21 In view of that the Master continued with other tasks on the bridge without paying attention to the fishing boat.
- 4.22 Meantime the ISLA ALBORAN TRES kept approaching the TERVE to pass clear the aft at 09,30 hrs.
- 4.23 The distance between the TERVE, with a speed of 11.8 knots and the ISLA ALBORAN TRES, with a speed of 11 knots was of an estimated 1.5 Nautical miles.
- 4.24 All the sudden the ISLA DE ALBORAN TRES changed her course to her starboard hence in collision course with TERVE.
- 4.25 This was unnoticed by the Master of the TERVE.

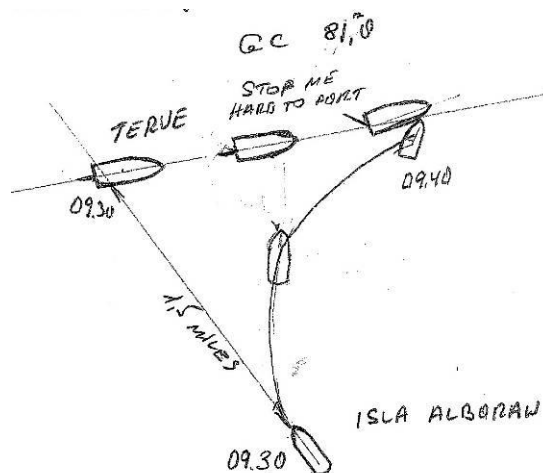


Figure 4.3– Collision sketch



- 4.26 Collision occurred at 09.40 hrs 36° 12,7´ N – 003° 30,45´ W although unnoticed by the Master.
- 4.27 At the time of the collision one AB and the Bosun were on the main deck.
- 4.28 Both AB and Bosun heard a noise and some shouting. They overlooked overboard and found the ISLA ALBORAN TRES too close to the ship on the starboard side with four of its crew outside shouting to them in Spanish.
- 4.29 During that time the Chief Officer was inside the cargo hold making inspection of cargo.
- 4.30 The Bosun reported some cracks on the forward of the fishing boat.
- 4.31 The Master immediately moved to the starboard side bridge wing seeing the fishing boat being left behind.
- 4.32 Immediately the engine was ordered to stop and speed gradually reduced.
- 4.33 All ballast tanks and holds were sounded searching for damages.
- 4.34 No water ingress was observed on the TERVE
- 4.35 The Master made several attempts to contact MRCC in channel 16 but with no reply.
- 4.36 Meantime fishing boat was in contact with MRCC Almeria reporting water ingress but confirming all crew were in good health.
- 4.37 Communication with MRCC was achieved and confirmation to remain in channel 24 for SAR operations was agreed.
- 4.38 The vessel increased the speed towards the ISLA ALBORAN TRES.
- 4.39 All crew was mustered on the TERVE and pilot ladder was prepared for assistance

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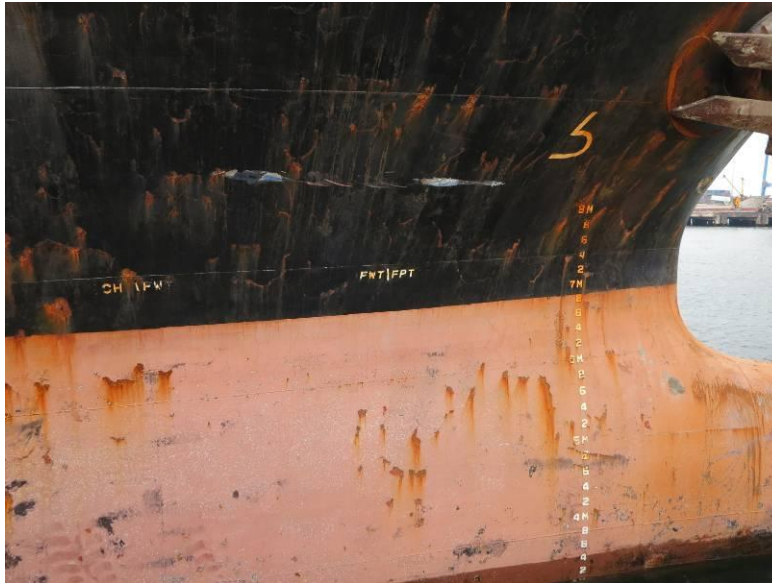
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- 4.40 A helicopter and SAR boat arrived to the scene and delivered one portable pump on the ISLA ALBORAN TRES.
- 4.41 The TERVE remained at a distance of four (4) cables to allow Helicopter maneuvering on the ISLA ALBORAN TRES.
- 4.42 The ISLA ALBORAN TRES started to proceed at 10 knots towards Spain being escorted by the SAR boat.
- 4.43 The TERVE received confirmation to resume her voyage.

5. DAMAGES

5.1 The TERVE suffered no damages to her hull or structural items



5.2 The ISLA ALBORAN TRES suffered the following damages:

5.2.1 Holes and cracked hull forward port side



Figure 5.1– Hull Damages on Port side



5.2.2 Cracked fiber next to gunwale and fissure in the methacrylate



5.2.3 Handrail bent inwards



Figure 5.3–Damages on Port side handrail

5.2.4 Port side bridge fiber torn and window broken



Figure 5.4–Damages on Port side bridge

5.2.5 Forward port side cabin damaged



Figure 5.5/5.6/5.7.5.8–Damages on Port side accommodation

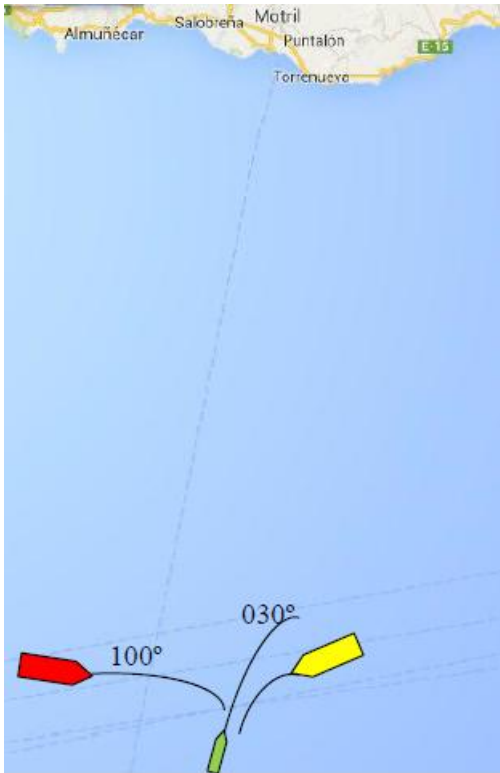


5.2.6 Bilge pump displaced



Figure 5.4–Damages on bilge pump

6. ANALISYS



6.1 The statement given by the crew of the ISLA ALBORAN TRES estates that:

6.1.1 The TERVE appeared on the port side in collision course.

6.1.2 The TERVE did not response to any warning made to avoid the collision.

6.1.3 The ISLA ALBORAN TRES was in collision with an unknown vessel so they turned their course to starboard

6.2 VDR records showed that no warnings were made neither by VHF or sound by neither of the vessels.

6.3 VDR records show that the no other ships were in the near vicinity at the time of the collision.

Figure 6.1–Sketch from explanations of ISLA ALBORAN TRES

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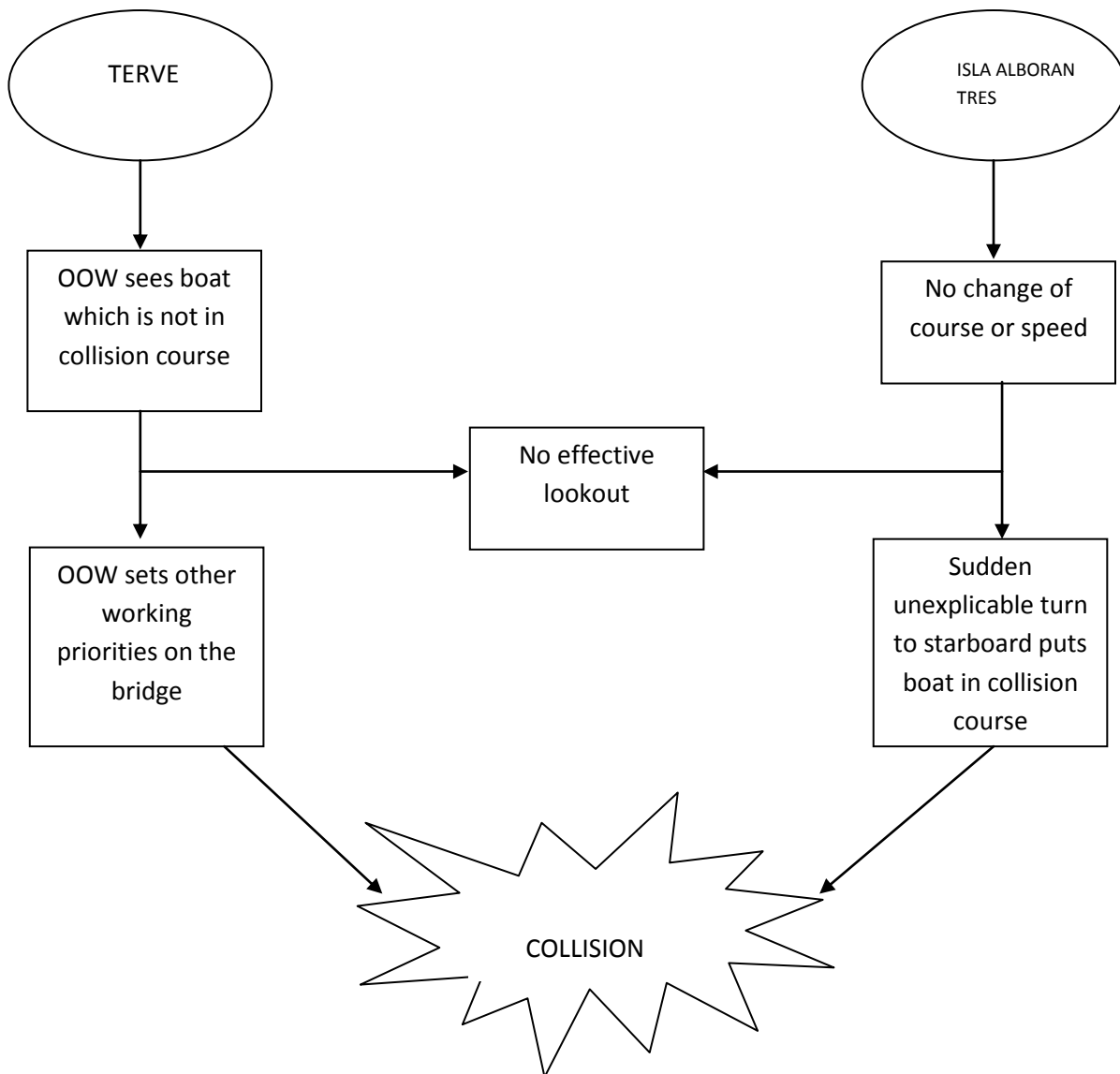


- 6.4 The lookout maintained by the Master alone was not effective since he sent the rating lookout for other duties and Master was engaged on other paper work during his watch.
- 6.5 The watch keeping on the fishing boat was also not effectively implemented since they were not able to notice the TERVE approaching. Based on the sudden change in course could be assumed that either the lookout was busy with something else or that the bridge was unattended.



7. HUMAN ERROR ANALYSIS

- 7.1 The Collision was clearly caused due to lack effectiveness of lookouts from both ships.





8. CONCLUSIONS

COLREG

8.1 *Rule 5 on PART B, Section I* estates the following: **Every vessel shall at all times maintained a proper look-out by sight and hearing** as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

8.1.1 Having heard on the VDR it is clear that Master alone could not maintain a proper and efficient watch. The same applies to the lookout of the ISLA ALBORAN TRES who could not see the TERVE and the starboard turn was wrongly assumed although it was not clear if a lookout was on the bridge at the time of the collision.

8.2 *Rule 5 on PART B, Section I* estates the following: **Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision** and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

- (a) By all vessels:
 - ii. **The traffic density including concentrations of fishing vessels** or any other vessels
 - iii. **The manoeuvrability of the vessel with special reference to the stopping distance and turning ability in the prevailing conditions.**
- (b) Additionally with vessels with operational radar
 - v. **The number, location and movement of vessels detected by radar.**



8.2.1 The TERVE did not alter the speed despite having seen the fishing boat. Neither an efficient lookout was maintained.

8.2.2 The ISLA ALBORAN TRES did not alter speed and the reasons for changing course into collision are unknown.

8.3 *Rule 8(b) on PART B, Section I* estates the following: **Any alteration of course and/or speed to avoid collision shall, if the case of the circumstances of the case admit, be large enough to be readily apparent to other vessel observing visually or by radar; a succession of small alterations of course and/or speed should be avoided.**

8.3.1 The action taken by the ISLA ALBORAN TRES was impossible to guess.

8.3.2 The TERVE did not alter speed or course despite having seen the ISLA ALBORAN TRES on the assumption that she would pass clear the aft.



9. RECOMMENDATIONS

To Operators of TERVE:

- 9.1 An exhaustive internal audit of the company’s SMS focusing on lookout procedures and implementation of Master’s standing orders. OOW to understand the dangers of improper lookout.
- 9.2 Review of VDR and safety report compiled to be distributed throughout the fleet to be discussed during next safety meetings.
- 9.3 Encourage OOW to use AIS as an anti collision device not substituting the radar but complementing it.
- 9.4 Carry out OOW training including company procedures and COLREG.
- 9.5 Revise guidance regarding watch handovers.
- 9.6 Take appropriate measures to ensure that company shipboard policy and procedures are adhered to.



To Crew of ISLA ALORAN TRES:

- 9.7 Ensure that bridge is always manned
- 9.8 Implement and train lookouts with the use of radio equipment.
- 9.9 Further training of lookouts in basic maritime English
- 9.10 Carry out training referring to the importance of COLREG.



10. ANNEXES

- 10.1** *Master Statement*
- 10.2** *Collision Report (SMS)*
- 10.3** *Log Book*
- 10.4** *Official Log Book*
- 10.5** *Crew List*
- 10.6** *General Arrangement of TERVE*
- 10.7** *General Arrangement of ISLA ALBORAN TRES*
- 10.8** *Chart*



10.1 Master Statement

TO GENERAL MANAGER OF TGS SHIPPING
SERVICES AND TRADING COMPANY LTD
MR. TIMUR KAYA

MASTER'S REPORT

27-TH OF FEBRUARY, 2014 AT 08.00 HRS UTC. I HAND OVER NAVIGATIONAL WATCH. VESSEL HAS PROCEED IN THE TRAFFIC LANE FROM GIBRALTAR STRAIT TO CABO DE GATA TRAFFIC SEPARATION SCHEME. COURSE 081 DEGR., SPEED 11,5 KNTS WITH FULL AHEAD M/E. AT VICINITY WERE MANY VESSELS WHICH FOLLOWED VARIOUS COURSES, GENERALY TO AND FROM GIBRALTAR STRAIT. VISIBILITY 8 MILES, SEA 0,5M, WIND WITH FORCE 2 BEAFOURT FROM W. MAINTAINED CONTINUOUSLY LOOK-OUT BY SIGHT AND HEARING, STARBOARD RADAR WAS SWITCHED ON, PORT RADAR- ON STAND BY. BOTH RADIO VHF IN WORKING CONDITION ON CH 16.

09.30UTC, MOVEMENT O F FISHING VESSEL IN THE DIRECTION OF OUR VESSEL WITH SPEED ABOUT 11 KNOTS HAS BEEN FOUND, SHE HAS NOT ENGAGED IN FISHING AND WENT TOWARDS THE SPANISH COAST. IN THE DIRECTION OF MOVEMENT AND SPEED HAVE DEFINED THAT SHE WILL PASS AT US ON THE ASTERN CLEARLY WITHOUT CHANGE OF THE DIRECTION AND SPEED OF BOTH VESSELS.

09.40 UTC, LAT. 36 12,7N LONG 003 30,45W , THER WAS A COLLISION WITH A FISHING VESSEL "ISLA ALBORAN TRESE". STOPPED ME NOTICE GIVEN. PLACES OF LOCATION OF COLLISION ARE AROUND OF BOW PARTS OF BOTH SHIPS, STARBOARD SIDE OF M/V "TERVE" AND PORT SIDE OF F/V "ISLA ALBORAN TRESE". FISHING VESSEL IS UNDERWAY, LEFT THE AREA OF COLLISION AND PROCEEDING WITH SPEED ABOUT 9 KNOTS WITH DIRECTION TO SPAIN COAST.

09.41 UTC, ME HAS BEEN STOPPED. GIVE ORDER TO CHIEF OFFICER AND CHIEF ENGINEER FOR CHECKING OF THE VESSEL AND PREPARATION FOR ARRANGE ASSISTANCE TO F/V "ISLA ALBORAN TRESE" IF REQUIRED.

09.42 UTC , RECEIVED INFORMATION FROM BOSUN AND A/B GISHCHYN THAT F/V "ISLA ALBORAN TRESE" HAS SOME DAMAGE ON HER HULL PORT SIDE BOW ABOUT 40CM IN TOP FROM WATERLINE.

0942-0945 UTC, REPORT TO SHORE STATION BY F/V "ISLA ALBORAN TRESE" IN SPANISH LANGUAGE.

09.45-0951 UTC, SEVERAL TIMES CALLED TO F/V "ISLA ALBORAN TRESE"- NO ANSWERING.

09.51-09.54 UTC, DISSSTRESS MESSAGE FROM COAST STATIN RECEIVED, VHF CH.70/16

09.54UTC, COMPLETED VISUAL SURVEY OF VESSEL, SOUNDING TANKS AND BILGES, NO DAMAGES AND INJURED PERSONS FOUND. THE CREW IS READY FOR SAR DUTIES AS PER MUSTER LIST. COMMENCED PROCEEDING TO F/V "ISLA ALBORAN TRESE" DIRECTION. CALLED TO MRCC 'CABO DE GATA - NO ANSWER, COMMUNICATED WITH OTHER STATIONS.

09.57UTC HALF AHEAD 09.58UTC FULL AHEAD, PROCEEDING FOLLOWING F/V 'ISLA ALBORAN TRESE'

09.54-09.57 UTC VHF CH.16 OCUPATED FOR DISTRESS INFORMATION BY MRCC.

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09.59-10.02 UTC CALL TO MRCC CABO DE GATA ON VHF CH.16 AND 25

10.02-10.04UTC, DISTRESS MESSAGE FROM COAST STATION. 10.04-10.11UTC, CALL TO MRCC CABO DE GATA

10.11-11013UTC, REPORTED TO MRCC CABO DE GATA THAT VESSEL PROCEEDING TO DIRECTION OF M/V 'ISLA ALBORAN TRESE', NO INJURED PERSON AND DAMAGE ON BOARD OF OUR VESSEL FOUND, NO REQUIRED ASSISTANCE

10.13-10.16 UTC, RECEIVED ORDER FROM MRCC CABO DE GATA TO CONTINUE PROCEEDING CLOSE TO F/V 'ISLA ALBORAN TRESE' AND ARRANGE ASSISTANCE IF REQUIRED, KEEP RADIO WATCH ON VHF CH.16 AND 24 AND WAIT NEXT ORDER FROM MRCC. RECEIVED INFORMATION THAT ON BOARD OF F/V 'ISLA ALBORAN TRESE' NO INJURED PERSONS, SHE HAS SOME DAMAGE OF HULL AND SAILED TO DIRECTION OF SPAIN COAST. CONFIRMED THAT M/V TERVE CONTINUE PROCEEDING CLOSE TO F/V 'ISLA ALBORAN TRESE'.

10.16-10.45UTC COMMUNICATION BETWEEN F/V "ISLA ALBORAN TRESE" AND COAST STATION, MRCC, SAR HELICOPTER ON SPANISH LANGUAGE.

10.45 UTC, F/V 'ISLA ALBORAN TRESE' HAS STOPPED, SAR HELICOPTER ARRIVED TO AREA AND MANOUVERED. REDUSED SPEED, HALF AHEAD.

10.53 UTC, LAT 35 21,12N LONG 003 23,87W.STOP ME. COMMENCED DRIFT IN ABOUT 0,4 MILES FROM F/V 'ISLA ALBORAN TRESE', AWAITIN ORDER FROM MRCC, CREW IS READY FOR SAR OPERATION AS PER MUSTER LIST DUTIES.

10.58 UTC, F/V 'ISLA ALBORAN TRESE' HAS RECEIVED EMERGENCY EQUIPMENT AND PUMP FROM SAR HELICOPTER.

11.04-11.06UTC, F/V 'ISLA ABORAN TRESE' HAS REPORTED TO MRCC THAT PUMP ON BOARD IN GOOD WORKING CONDITION. 11.05 UTC SAR BOAT 'SALVAMAR HAVAL' HAS ARRIVED TO AREA.

11.07 UTC, F/V 'ISLA ALBORAN TRESE' ACCOMPANIED BY THE SAR BOAT PROCEEDS TOWARD THE SPANISH COAST WITH A SPEED ABOUT 11 KNTS.

11.10 UTC, HAVE REQUESTED INSTRUCTION FROM MRCC.

11.17 UTC, RECEIVED INFORMATION FROM MRCC ALMERIA THAT OUR ASSISTANCE IS NOT REQUIRED AND WE HAVE PERMISSION TO FOLLOW IN THE PORT OF DESTINATION.

11.18 UTC, LAT 30 22,2N LONG 003 22,4W. DEAD SLOW AHEAD, TO GC 90 DEG

27.02.2014 MASTER OF M/V TERVE



V.LESHCHENKO


Merchant Marine General Directorate

Department of Maritime Casualty Investigations

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10.2 Collision Report (SMS)



SAFETY MANAGEMENT SYSTEM

TGS Shipping Services Ltd. Co.

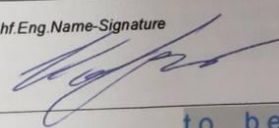
FORM	EM-02-A	COLLISION REPORT	Page (1/1)
------	---------	------------------	------------

M/V	TERVE	Date	27.02.2014
Master	LESHCHENKO VOLODYMYR	GMT	09.40 UTC

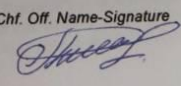
• To be checked to confirm attendance to the question. if will be attended later, do not check.
 Detail : Enter the time when the subject in the question carried put, even if it was not questioned.

Action	Detail
<input checked="" type="checkbox"/> Urgent actions upon collision (as per the decision of the master)	REDUCED SPEED OF THE VESSEL, CHENGING COURSE TO PORT
<input checked="" type="checkbox"/> Details of the other vessel (name, flag, owner operator, ports of call, cargo, underwriter, p&i club, agent)	ISLA ALBORAN TRES, FLAG SPAIN, FISHING VESSEL, MSS1 22429770 , CALL SIGN EA 2733, NO ANY OTHER INFORMATION - FISHING VESSEL CREW NOT SPOKEN IN ENGLISH.
<input checked="" type="checkbox"/> Inform as per contact list (office, agent, port authority, underwriter, p&i club, class society)	MRCC ALMERIA, MRCC CABO DE GATA, TGS COMPANY GENERAL MANAGER, DPA
<input checked="" type="checkbox"/> Prevailing circumstances (position, course, angle of collision)	PSN LAT 36 12,7N LONG 003 30,45W, COUSE 81 , ANGLE OF COLLISIN ABT 45 TO STARBOARD BOW
<input checked="" type="checkbox"/> Emergency station issued	CREW ARE READY TO ACTION AS PER MUSTER LIST
<input checked="" type="checkbox"/> Recording communications	FISHING VESSEL NOT ANSWER, ALL COMMUNICATIONS AND INFORMATION VIA RCC CABO DE GATA
<input checked="" type="checkbox"/> Roll call (anyone dead, injured or missing?)	NO ANY DEAD AND INJURED ON BOTH SHIPS
<input checked="" type="checkbox"/> Secondary accident (oil leakage, fire, flooding)	NIL
<input checked="" type="checkbox"/> Hull damage	AS PER DAMAGE REPORT
<input checked="" type="checkbox"/> Machinery damage (main engine, steering gear, nidder)	NIL
<input checked="" type="checkbox"/> Urgency (abandoning, rescue, beaching)	PROCEEDING CLOSE TO DAMAGED VESEL FOR ARRANGE ASSISTANCE IF REQUESTED
<input checked="" type="checkbox"/> Condition of the other vessel	SOME VISUAL DAMAGE OF PLASTIC HULL,, VESSEL WAS PROCEED WITH SPEED ABOUT 11,0 KNTS TO SPAIN COAST DIRECTION, AS PER INFORMATION FROM MRCC CABO DE GATA SHE HAVE SOME FLOODING AND NO ANY INJURED PERSONS ON BOARD
<input checked="" type="checkbox"/> Measures to prevent the collision wheel and engine orders, anchor, etc.	WHEEL HARD TO PORT, ME REDUCED TILL STOP
<input checked="" type="checkbox"/> Navigational instruments in use (arpa, radar, course recorder, engine telegraph recorder)	ARPA, RADAR, ENGINE TELEGRAPH, WHEEL, RADIO VHF.
<input checked="" type="checkbox"/> Watchkeepers (bridge & ECR)	BRIDGE: MASTER LESHCHENKO VOLODYMYR, AB GISHCHYN VALERIY, ENGINE CHIEF ENGINEER ISTRATOV VIKTOR, MOTORMAN DAVITADZE LEVAN
<input checked="" type="checkbox"/> Weather conditions (wind, sea, visibility, current, swell, tide, clouds, moon)	WIND NW 2, SEA 0,5M, VISIBILITY 8 MILES
<input checked="" type="checkbox"/> Other vessel in vicinity, traffic	HAVY DENSITY OF TRAFFIC TO AND FROM GIBRALTAR STRAIT, ABOUT 10 VESSELS IN 6 MILES VICINITY
<input checked="" type="checkbox"/> Documents (note of protest, sea protest, atements, damage report)	DAMAGE REPORT, MASTER REPORT, COLLISION DRAWING DIAGRAM


Chf.Eng Name-Signature




Chf. Off. Name-Signature



Master Name-Signature





to be filled in COM PANAMA

Reviewed by DPA,

Date, Name & Sign of DPA

.....

Action Requested by DPA, if any

.....

.....

.....

Merchant Marine General Directorate

Department of Maritime Casualty Investigations

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10.3

Log Book

Hakiki True	Gyro Gyro	Miyar Standart	Dümeni Steering	Dev Dev	Var Var	Düşme Leeway	GYRO H Gyro	GYRO E Gyro	YÖNÜ Direction	Kuvveti Force	DENİZİN Sığa Si	Oran Sky	Görüş Visibility	BASİ Barot	Kuru Dry	Yap Wet	TOF Rr
84°	84°	85,8°	84°	-0,1°	-1,3°	-1,8°	±0,0°		N	3	2	B	8	1026	+14°	+11°	168
70°	70°	72,1°	70°	-0,3°	-1,8°	-2,1°	±0,0°		N	3	2	B	8	1026	+14°	+11°	168
81°	81°	82,8°	81°	-0,1°	-1,7°	-1,8°	±0,0°		N	2	2	B	8	1025	+13°	+10°	168
81°	81°	82,7°	81°	-0,1°	-1,6°	-1,7°	±0,0°		N	2	2	B	8	1025	+13°	+10°	168
81°	81°	82,6°	81°	-0,1°	-1,5°	-1,6°	±0,0°		N	2	2	B	8	1025	+14°	+11°	168
81°	81°	82,5°	81°	-0,1°	-1,4°	-1,5°	±0,0°		N	2	2	BC	8	1025	+14°	+11°	168
81°	81°	82,5°	81°	-0,1°	-1,4°	-1,5°	±0,0°		N	3	2	BC	8	1025	+14°	+11°	168
81°	81°	82,4°	81°	-0,1°	-1,3°	-1,4°	±0,0°		N	3	2	BC	8	1025	+14°	+11°	168
81°	81°	82,3°	81°	-0,1°	-1,2°	-1,3°	±0,0°		NW	2	1	B	8	1025	+15°	+12°	168
35°	35°	30,9°	35°	-0,7°	-1,2°	-1,9°	±0,0°		W	2	1	B	8	1025	+15°	+12°	
DİREKTİNG									W	2	1	B	8	1024	+16°	+13°	
90°	90°	91,2°	90°	±0,0°	-1,2°	-1,2°	±0,0°		W	2	1	B	8	1024	+17°	+14°	165
90°	90°	91,1°	90°	±0,0°	-1,1°	-1,1°	±0,0°		W	2	1	B	8	1024	+18°	+15°	165
90°	90°	91,1°	90°	±0,0°	-1,1°	-1,1°	±0,0°		W	2	1	B	8	1023	+19°	+15°	165
90°	90°	91°	90°	±0,0°	-1,0°	-1,0°	±0,0°		W	2	1	BC	8	1023	+18°	+14°	165
90°	90°	90,9°	90°	±0,0°	-0,9°	-0,9°	±0,0°		W	2	1	BC	8	1022	+17°	+14°	165
80°	80°	80,9°	80°	-0,1°	-0,8°	-0,9°	±0,0°		W	2	2	BC	8	1022	+17°	+14°	165
80°	80°	80,9°	80°	-0,1°	-0,8°	-0,9°	±0,0°		W	2	2	BC	8	1022	+16°	+13°	165
80°	80°	80,8°	80°	-0,1°	-0,7°	-0,8°	±0,0°		W	2	2	BC	8	1022	+16°	+13°	165
80°	80°	80,7°	80°	-0,1°	-0,6°	-0,7°	±0,0°		W	2	2	C	8	1022	+15°	+12°	165
80°	80°	80,7°	80°	-0,1°	-0,6°	-0,7°	±0,0°		W	3	2	BC	8	1022	+15°	+12°	165
80°	80°	80,7°	80°	-0,1°	-0,6°	-0,7°	±0,0°		W	3	2	BC	8	1022	+15°	+12°	165
80°	80°	80,6°	80°	-0,1°	-0,5°	-0,6°	±0,0°		W	3	3	B	8	1022	+15°	+12°	165
80°	80°	80,5°	80°	-0,1°	-0,4°	-0,5°	±0,0°		W	4	3	B	8	1022	+15°	+12°	165

VARDİYACILAR Watchmen						AMBAR SİNTİNELİ Hold Bilges			
SAAT Hour	DÜMENCI Helmsmen	GÖZCÜ Lookout	SAAT Hour	DÜMENCI Helmsmen	GÖZCÜ Lookout	No No	İsk. Post	İsk. Post	İsk. Post
00-02	J. BERIDZE	G. PRITCHADZE	12-14	J. BERIDZE	G. PRITCHADZE				
02-04	J. BERIDZE	G. PRITCHADZE	14-16	J. BERIDZE	G. PRITCHADZE				
04-06	D. PLYACHUK	A. KOVALOV	16-18	D. PLYACHUK	A. KOVALOV				
06-08	D. PLYACHUK	A. KOVALOV	18-20	D. PLYACHUK	A. KOVALOV				
08-10	V. LESHCHENKO	V. GISHCHUK	20-22	V. LESHCHENKO	GISHCHUK				
10-12			22-24						

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Ayın 27 Month Day Günü THURSDAY From SAN PEDRO To den AMBARLI

SAAT Hour	OLAYLAR Journals	VARDİYA ZABİTİNİN İMZASI Watch Officer
00.00	2 nd OFF ON THE WATCH. ISM FORM EM-10-N PERFORMED. 00:20 GPS PSN: 35°53'20N 005°52'80W ENTER TO GIBRALTAR STRITE	
01.00	ISM FORM EM-01-N PERFORMED. 01:00 GPS PSN: 35°53'9N 005°42'3W	
02.00	01:18 GPS PSN: 35°54'4N 005°38'0W ALTER COURSE TO 70°	
03.00	02:00 GPS PSN: 35°54'3N 005°27'9W 02:30 GPS PSN: 35°59'5N 005°20'2W ALTER COURSE TO 81° GOTOCHART 3578 GPS PSN: 36°00'3N 005°12'1W	
04.00	GPS PSN: 36°02'2N 004°56'4W CHART 3578. CONTINUE EXHAUST VENTILA- TION ALL CARGO HOLDS BY 3 FANS. WATCH HANDED OVER TO CH OFF CH OFF ON WATCH. ISM FORM EM-10-N PERFORMED.	
05.00	GPS PSN 36°04'3N 004°40'0W	
06.00	GPS PSN 36°06'0N 004°24'6W	
07.00	GPS PSN 36°07'8N 004°08'9W Go To CHART D 773 GPS PSN 36°09'7W 003°53'5W. CHART 773 CONTINUE EXHAUST VENTILATION ALL	
08.00	CARGO HOLDS BY 3 FANS. WATCH HANDED OVER TO MASTER	
09.00	MASTER ON WATCH. ISM FORM EM-10-N PERFORMED GPS PSN P= 36°14'6N L= 003°48'0W ALL WATCH COVERS HAS	
10.00	BEEEN OPENED FOR NATURAL VENTILATION OR CARGO, CHECKED OR CARGO - FOUND IN GOOD CONSTITUTION, NO CONDENSATE	
11.00	09:30 UTC GPS PSN LAT P= 36°12,1N L= 003°38,8W MOVEMENT OF FISHING VESSEL IN THE DIRECTION OF OUR VESSEL WITH SPEED ABOUT 4	
12.00	KNOTS HAS BEEN FOUND, NOT ENGAGED IN FISHING AND WENT TOWARDS THE SPANISH COAST IN THE DIRECTION OF MOVEMENT AND SPEED HALE DETERMINED THAT SHE WILL PASS AT AFTERN OF OUR	
13.00	VESSEL CLEARLY WITHOUT CHANGE OF THE DIRECTION AND SPEED OF BOTH VESSELS.	
14.00	09:40 UTC GPS PSN P= 36°12,1N L= 003°30,4W COLLISION WITH A FISHING VESSEL, ISLA ALBORAN TRASE. STOPPED ME NOTICE GIVEN PLACES OR LOCATION OF COLLISION ARE AROUND OF BOW	
15.00	PARTE OF BOTH SHIPS, FISHING VESSEL IS UNDERWAY, LEFT THE AREA OF COLLISION AND PROCEEDED WITH SPEED ABOUT 9	
16.00	09:41 WE HAS BEEN STOPPED, GIVE ORDER TO CHIEF OFFICER AND CHIEF ENGINEER FOR CHECKING OF THE VESSEL AND PREPARA TION FOR ARRANGE ASSISTANCE OF FIU, ISLA ALBORAN	
17.00	TRASE" IS REQUIRED. INFORMATION FROM BOSUN AND AIB BISHAN 09:42 UTC RECEIVED THAT FIU, ISLA ALBORAN TRASE" HAS SOME DAMAGE ON KEEL HULL PORT SIDE BOW ABOUT 40CM IN TOP FROM WATERLINE	
18.00	09:43 UTC. FIU, ISLA ALBORAN TRASE" NOT ANSWERED TO OUR CALL ON RADIO UHF CH. 16. FIU, ISLA ALBORAN	
19.00	TRASE" REPORTED TO COAST STATION IN SPANISH LANGUAGE. 09:51 SEVERAL TIMES CALLED TO FIU, ISLA ALBORAN TRASE" - NO ANSWERED.	
20.00	09:54 DISTRESS MESSAGE FROM COAST STATION RECEIVED, CH 70/16	
21.00	09:54 UTC COMPLETED VISUAL SURVEY OF VESSEL SOUNDING TALK AND BILGES, NO DAMAGES AND INJURED PERSONS FOUND. THE CREW IS READY FOR SAR OPERATION AS PER MMSI	
22.00	FOR LIST, COMMENCED PROCEEDING TO FIU, ISLA ALBORAN TRASE" DIRECTION. CALLED TO MACE, CARB DE CATA, AND ANSWERED. 09:58 UTC HAD AHEAD 09:58 UTC FULL AHEAD, PROCEEDED	
23.00	FOLLOWING FIU, ISLA ALBORAN TRASE". FROM 09:40 UTC TILL 10:11 HAD 7 TIMES TRY TO CALL MACE	
24.00	CARB DE CATA AND FIU, ISLA ALBORAN TRASE" - NO ANSWER OR COAST STATION WAS BUSY WITH DISTRESS MESSAGES.	

TANK İSKANDİLLERİ
Tank Soundings

No	İs.	Or.	Sa.	No	İs.	Or.	Sa.
No	Port	Centre	Starboard	No	Port	Centre	Starboard
1				7			
2				8			

KAPTANIN GECE EMİRLERİ
Master's Night Orders

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Ayının Month: 29 Day: THURSDAY Günü From: SAN PEDRO To: AMBARLI

SAAT Hour	OLAYLAR Journals	VARDIYA ZABİTİNİN İMZASI Watch Officer
00.00		
01.00	10.11 UTC DEPARTED TO MRCC CABS DE CATA THAT VESSEL HAS BEEN IN DIRECTION OF FIU ISLA ALBORAN TRESSE, NO INJURED PERSONS AND DAMAGE ON BOARD OR OUR VESSEL FOUND.	
02.00	NO REQUIRED ASSISTANCE. 10.13 UTC RECEIVED ORDER FROM MRCC CABS DE CATA TO CONTINUE PROCEEDING CLOSE TO FIU ISLA ALBORAN TRESSE.	
03.00	AND ARRANGE ASSISTANCE IF REQUIRED, KEEP RADIO WATCH ON VHF CH. 16 AND WAIT NEW ORDER FROM MRCC. RECEIVED INFORMATION THAT ON BOARD OF FIU ISLA ALBORAN TRESSE NO INJURED PERSONS, SHE HAS SOME DAMAGE OF HULL AND SAILED TO DIRECTION OF SPANISH COAST. I CONFIRM THAT FIU	
04.00	TERVE CONTINUE PROCEEDING CLOSE TO FIU ISLA ALBORAN TRESSE	
05.00	10.45 UTC FIU ISLA ALBORAN TRESSE HAS STOPPED, SAR HELICOPTER ARRIVED TO AREA AND MANOEUVERED. REDUCED SPEED, HALT AHEAD.	
06.00		
07.00	10.53 UTC GPS PSN, LAT 36°21'21" N LONG 002°23'27" W. SPEED 10. COMMENCED BURN IN ABOUT 0.4 MILES FROM FIU ISLA ALBORAN TRESSE. AWAITING ORDER FROM MRCC. CREW IS READY FOR SAR OPERATION AS PER MUSTER LIST DUTIES.	
08.00		
09.00	10.58 UTC, FIU ISLA ALBORAN TRESSE HAS RECEIVED EMERGENCY EQUIPMENT AND PUMP FROM SAR HELICOPTER.	
10.00	11.07 UTC FIU ISLA ALBORAN TRESSE ACCOMPANIED BY THE SAR BOAT "SALVAMAR HAVAR" PROCEEDS TOWARD TO THE SPANISH COAST WITH A SPEED ABOUT 11 KNOTS. 11.10 UTC, HAVE REQUESTED ASSISTANCE FROM MRCC.	
11.00	11.17 UTC RECEIVED INFORMATION FROM MRCC ALMENA THAT OUR ASSISTANCE IS NOT REQUIRED AND WE HAVE PERMISSION FOR SAILING.	
12.00	11.18 GPS PSN $\beta = 36^{\circ}22'21'' N \lambda = 002^{\circ}22'44'' W$. SLOW AHEAD TO GC=90 (180) 12.00 GPS PSN $\beta = 36^{\circ}22'21'' N \lambda = 002^{\circ}13'51'' W$ FULL AHEAD. CHANGE 774	
13.00	2nd OFF ON THE WATCH. ISM FORM EM-10-N PERFORMED. GPS PSN: 36°22'1N 002°59'2W	
14.00	GPS PSN: 36°22'1N 002°46'5W	
15.00	GPS PSN: 36°22'1N 002°32'4W	
16.00	GPS PSN: 36°21'8N 002°18'8W CHART 774. CONTINUE NATURAL VENTILATION ALL CARGO HOLDS. WATCH HANDED OVER TO CH OFF. CH OFF ON WATCH. ISM FORM EM-10-N PERFORMED.	
17.00	16:40 GPS PSN 36°22'2N 002°08'5W Go to GC-80°	
18.00	17:00 GPS PSN 36°22'3N 002°04'4W. Closed hatch covers of all cargo holds. Continue exhaust ventilation all cargo holds by 3 fans.	
19.00	GPS PSN 36°26'1N 001°38'0W. GPS PSN 36°27'9N 001°24'5W. CHART 774. CONTINUE EXHAUST VENTILATION ALL CARGO HOLDS BY 3 FANS. WATCH HANDED OVER TO MASTER.	
20.00	MASTER ON WATCH. ISM FORM EM-10-N PERFORMED.	
21.00	21.00/22.00 GPS PSN $\beta = 36^{\circ}29'51'' N \lambda = 001^{\circ}11'04'' W$ SWP'S	
22.00	CLOCKS ADVANCED 1 HR, SWP'S TIME = UTC + 1 HR. CONTINUE EXHAUST VENTILATION ALL CARGO HOLDS.	
23.00	GPS PSN $\beta = 36^{\circ}30'7'' N \lambda = 000^{\circ}56'6'' W$	
24.00	GPS PSN $\beta = 36^{\circ}32'6'' N \lambda = 000^{\circ}42'8'' W$ CHART 774 CONTINUE EXHAUST VENTILATION ALL CARGO HOLDS BY 3 FANS	

TANK İSKANDİLLERİ
Tank Soundings

No	İs. Port	Or. Centre	Sa. Starboard	No	İs. Port	Or. Centre	Sa. Starboard
1				7			
2				8			


KAPTANIN GECE EMİRLERİ
Master's Night Orders



10.4 Official Log Book

GENERALES
 REPORTING

6a

Latitud (lat) Longitud (lon) Date of entry	Fecha del Asiento Date of entry	Naturaleza del suceso o hecho nature of event or incident	Declare multa Impuesta, si la hubiere State fine imposed if any
15.3N 82.2E	07/02/14	<p>At 1605 3rd Engineer Guram Kvintshvle has reported for duty officer on bridge (Ch. off) that he found a motorman Namer Sergey dead on his cabin. When have arrived to a cabin of motorman Novikov Sergey with other crewmembers we have found a above named motorman on the bed with obvious attributes of death: the heartbeats was absent, absent of the breathing, pulsation, pupil of the eyes doesn't respond on the lights, stiffness of the muscles, reddish patches resembling bruises appear on the lower parts of the body. Trauma or other damages on a body died it is not found. Immediately informed the Company.</p> <p>  MASTER V. LESHCHENKO Ch. Off. V. SHERENETA </p>	
21.4N 82.1W	23/02/14	<p>THERE WAS A COLLISION WITH A FISHERY VESSEL "ISLA ALBORAN TRESB". THIS INCIDENT HAS HAPPENED IN FOLLOWING CIRCUMSTANCES: 27-TH OF FEBRUARY, 2014 AT 08.00 HRS UTC, I HAND OVER NAUTICAL WATCH. VESSEL HAS PROCEED IN THE TRAPPE LAKE FROM COASTAL GUARDIA TO</p>	

Se llama la atención del Capitán sobre los requisitos del Código Marítimo de la República de Panamá.
 The masters attention is called to the requirements of the Maritime Code of the Republic of Panama.

Merchant Marine General Directorate

Department of Maritime Casualty Investigations

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Sección 6a: INFORMES GENERALES

Section 6a: GENERAL REPORTING

6

Fecha y hora del suceso <small>Date and hour of the occurrence</small>	Lugar del suceso (Latitud y Longitud si se estuviere navegando) <small>Place of the occurrence or situation by latitude and longitude at sea</small>	Fecha del Asiento <small>Date of entry</small>	Naturaleza del suceso o hecho <small>nature of event or incident</small>	Declare multa impuesta, si la hubiere <small>State fine, imposed if any</small>
			<p>CARGO DE BARRA SEPARATION SCHEME, COURSE 081°08', SPEED 11 KNOTS, CONDITION DV WITH RULL AHEAD M/E. AT VICINITY WERE MANY VESSELS WHICH FOLLOWED VARIOUS COURSES, GENERALLY TO AND FROM CIBRALTAR STRAIT. VISIBILITY 8 MILES, SEA 0.5m, WIND FORCE 2 BEA-FRONT FROM W. APPROXIMATELY 1000 METERS BY SIGHT AND HEARING, STANDBY RADAR WAS SWITCHED ON, PORT RADAR-ON STANDBY, BOTH RADAR VHS IN WORKING CONDITION ON CH. 16.</p>	
			<p>09:30 UTC, MOVEMENT OF FISHING VESSEL WITH SPEED ABOUT 11 KNOTS HAS BEEN FOUND, SHE HAS NOT ENGAGED IN FISHING AND WENT TOWARDS THE SPANISH COAST, IN THE DIRECTION OF MOVEMENT AND SPEED HAVE DECREASED THAT SHE WILL PASS AF US ON THE ASTERN CLEARLY WITHOUT CHANGE OF DIRECTION AND SPEED OR BOTH VESSELS.</p>	
			<p>09:40 UTC LAT 36°12.9'N LONG 003°30.4'W, THEN WAS A COLLISION WITH A FISHING VESSEL, ISCA</p>	

NOTA: Asientos sobre infracciones disciplinarias. Se llama la atención del Capitán sobre los requisitos del Código Marítimo de la República de Panamá.
 NOTE: Entries about disciplinary offenses. The masters attention is called to the requirements of the Maritime Code of the Republic of Panama.

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GENERAL REPORTING

Lugar del suceso Fecha y Longitudud si se estuviere navegando) Place of the occurrence situation by latitude and longitude at sea	Fecha del Asiento Date of entry	Naturaleza del suceso o hecho nature of event or incident	Declare multa impuesta, si la hubiere State fine imposed if any
		ALBORAN "TRESSE". STOPPED ME, PLACES OF LOCATION OR COLLISION ARE AHEAD OF BOW PARTS OF BOTH SHIPS, STARBOARD SIDE OF M/V "TERVE" AND PORT SIDE OF P/V, ISLA ALBORAN "TRESSE", FISHING VES- SEL IS UNDERWAY, LEFT THE AREA OF COLLISION AND PROCEEDED WITH SPEED ABOUT 9 KNOTS WITH DIRECTION TO SOUTH COAST.	
		09.41 UTC. GIVE ORDER TO CHIEF OFFICER AND CHIEF ENGINEER FOR CHECKING OF THE VESSEL AND PREPARATION FOR ARRANGE TO ASSISTANCE FOR M/V "ISLA ALBORAN TRESSE" IF REQUIRED.	
		09.42 UTC. RECEIVED INFORMATION FROM BOSSW AND AID GISHCHIN THAT P/V "ISLA ALBORAN TRESSE" HAS SAME DA- MAGE ON HER HULL PORT SIDE BOW ABOUT 40 CM IN TOP FROM WATERLINE FROM 09.41 THU 09.54 UTC MANY TIMES CALLED + P/V "ISLA ALBORAN TRESSE" NO ANSWER, SHE BUSY WITH REPORTS TO COAST STATIONS	
		09.54 UTC; DISTRESS MESSAGE FROM COAST STATION RECEIVED, COMPLETED VISUAL SURVEY OF VESSEL, COLLECTING	

Por infracciones disciplinarias. Se llama la atención del Capitán sobre los requisitos del Código Marítimo de la República de Panamá.

for disciplinary offenses. The masters attention is called to the requirements of the Maritime Code of the Republic of Panama.

Merchant Marine General Directorate

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Sección 6a: INFORMES GENERALES

Section 6a: GENERAL REPORTING

Fecha y hora del suceso Date and hour of the occurrence	Lugar del suceso (Latitud y Longitud si se estuviere navegando) Place of the occurrence or situation by latitude and longitude at sea	Fecha del Asiento Date of entry	Naturaleza del suceso o hecho nature of event or incident	Declare mu Impuesta, la hubiere State fine imposed if a
			<p>TANKS AND RIGGERS, NO DAMAGES AND INJURED PERSONS FOUND. THE CREW IS READY FOR SAR DUTIES AS PER MUSTER LIST. COMMENCED PROCEEDURE P/V ISLA ALBORAN TRESSE DIRECTOR. CALLED MRCC CABO DE GATA - NSAW SWER, COMMUNICATED WITH OTHER STATIONS.</p> <p>FROM 09.54 TU 09.57 UTC, RADIO VHF CH. 16 OPERATED FOR DISTRESS MESSAGE BY MRCC.</p> <p>09.58 UTC FULL AHEAD, PROCEEDURE FOLLOWING P/V, ISLA ALBORAN TRESSE 10.11 UTC, REPORTED TO MRCC CABO DE GATA THAT VESSEL PROCEEDING TO DIRECTOR OR P/V, ISLA ALBORAN TRESSE, NO INJURED PERSONS OR BOAT, NO DAMAGES, NO REQUIRED ASSISTANCE.</p> <p>10.13 RECEIVED ORDER FROM MRCC CABO DE GATA TO CONTINUE PROCEEDURE CLOSE P/V, ISLA ALBORAN TRESSE AND ARRANGE ASSISTANCE IF REQUIRED, KEEP RADIO WATCH ON VHF CH. 16 AND 24 AND WAIT NEXT ORDERS FROM MRCC. RECEIVED INFORMATION THAT ON BOARD OF P/V, ISLA ALBORAN</p>	

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Sección 6a: INFORMES GENERALES

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Sección 6a: GENERAL REPORTING

Fecha y hora del suceso Date and hour of the occurrence	Lugar del suceso (Latitud y Longitud si se estuviera navegando) Place of the occurrence or situation by latitude and longitude at sea	Fecha del Asiento Date of entry	Naturaleza del suceso o hecho nature of event or incident	Declare multa impuesta, si la hubiere State fine imposed if any
			<p>TRESE' NO INJURED PERSONS, SHE HAS SOME DAMAGE ON HULL AND SAILED TO DIRECTION OF SPANISH COAST. I CONFIRMED THAT M/V TERVE CONTINUES PROCEEDING CLOSE TO FIU, ISLA ALBORAN TRESE' 10.41 UTC. FIU, ISLA ALBORAN TRESE' HAS STOPPED, SAR HELICOPTER ARRIVED TO AREA AND MANEUVERED. REDUCED SPEED, HALT AWEAY.</p> <p>10.53 UTC, LAT 35° 21' 12" N LONG. 003° 23' 12" W STOP ME. COMMENCED DROPT IN ABOUT 0.4 MILES FROM FIU, ISLA ALBORAN TRESE', AWAITING ORDER FROM MALL, CREW IS READY FOR SAR OPERATIONS AS PER MUSTER LIST DUTIES.</p> <p>10.58 UTC. FIU, ISLA ALBORAN TRESE' HAS RECEIVED EMERGENCY EQUIPMENT AND DUMP FROM SAR HELICOPTER.</p> <p>11.07 UTC. FIU, ISLA ALBORAN TRESE' ACCOMPANIED BY SAR BOAT, SALVAMAR HAVAL PROCEEDS TOWARD THE SPANISH COAST WITH A SPEED ABOVE 11 KNOTS.</p> <p>11.17 UTC. RECEIVED SURPLMATTU FROM MALL ALMENA THAT OUR ASSISTANCE IS NOT REQUIRED AND WE HAVE</p>	

NOTA: Asientos sobre infracciones disciplinarias. Se llama la atención del Capitán sobre los requisitos del Código Marítimo de la República de Panamá.

NOTE: Entries about disciplinary offenses. The masters attention is called to the requirements of the Maritime Code of the Republic of Panama.

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Sección 6a: INFORMES GENERALES

Section 6a: GENERAL REPORTING

6a

Fecha y hora del suceso Date and hour of the occurrence	Lugar del suceso (Latitud y Longitud si se estuviere navegando) Place of the occurrence or situation by latitude and longitude at sea	Fecha del Asiento Date of entry	Naturaleza del suceso o hecho nature of event or incident	Declare multa Impuesta, si la hubiere State fine imposed if any
			<p>PERMISSION TO FOLLOW IN THE PORT OR DESTINATION.</p> <p>11.18 UTC, LAT 30° 22' 21" N LONG 083° 22' 44" W</p> <p>DEAD SLOW AHEAD, TO GO 90° (10, 7)</p> <p>THE COLLISION TOOK PLACE SOLELY TO NEGLIGENT AND FAULT OF THE FISHING VESSEL, ISLA ALBORAN TRES BECAUSE OF HER SHARP, DANGEROUS AND UNPREDICTABLE MANEUVERING CLOSELY TO MY VESSEL WHICH IS THE COLLISION REASON. I THEREFORE HOLD A FISHING VESSEL, ISLA ALBORAN TRES FULLY AND ENTIRELY RESPONSIBLE FOR THE DAMAGE AND ALL CONSEQUENCES ARISING FROM THE ABOVE COLLISION.</p> <p>MASTER V. LE SUCHENKO OWNER D. PYLYPCHUK</p>	



NOTA: Asientos sobre infracciones disciplinarias. Se llama la atención del Capitán sobre los requisitos del Código Marítimo de la República de Panamá.
NOTE: Entries about disciplinary offenses. The masters attention is called to the requirements of the Maritime Code of the Republic of Panama.

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10.5 Crew List

IMO CREW LIST

		<input checked="" type="checkbox"/> Arrival	<input type="checkbox"/> Departure	<input type="checkbox"/> Page number		
1.1 Name of ship		m/v "TERVE"		1.2 IMO Number		9204348
1.3 Call sign		3FGZ9		1.4 Voyage number		02/2014
2.Port of arrival		AMBARLI		3.Date of arrival		06.03.2014
4.Flag State of ship		Panama		5. Last port of call		SAN PEDRO
6. No	7.Surname, given name	8.Rank or rating	9.Nationality	10.Date and place of birth	11.Nature and No of identity Seaman's book International passport	
1	Leshchenko Volodymyr	Master	Ukraine	21.05.1968 Ukraine	AB 328097	EH892933
2	Pylypchuk Dmytro	Chief Officer	Ukraine	19.06.1974 Ukraine	AB 377211	EE 632380
3	Jimsher Beridze	Second Officer	Georgia	14.03.1985 Georgia	GE001317	05AB28148
4	Istratov Viktor	Chief Engineer	Ukraine	06.05.1975 Ukraine	AB 497224	EE 868033
5	Korobko Sergii	Second Engineer	Ukraine	12.11.1980 Ukraine	AB 430804	EC 138894
6	Kviritidze Guram	3-rd Engineer	Georgia	06.09.1985 Georgia	GE 001031	11AA07935
7	Kornienko Evgeni	Boatswain	Georgia	13.03.1982 Georgia	GE001706	08AI29452
8	Paitchadze Giorgi	Able Seaman	Georgia	30.11.1989 Georgia	GE002320	09AL74360
9	Kovalov Andrii	Able Seaman	Ukraine	15.12.1991 Ukraine	AB 442932	EH 122968
10	Gishchyn Valeriy	AB-Welder	Ukraine	27.03.1986 Ukraine	AB 497951	EA 151897
11	Kovalchuk Sergii	Motorman-electr.	Ukraine	27.09.1980 Ukraine	AB 463238	ET 796699
12	Tertychnyy Oleksandr	Motorman	Ukraine	26.04.1988 Ukraine	AB 455986	ET 027971
13	Davitadze Levan	Motorman	Georgia	06.09.1990 Georgia	GE 002956	10BA90631
14	Bekh Vitaliy	Wiper	Ukraine	10.08.1993 Ukraine	AB 485986	ET 891869
15	Moskalenko Roman	Cook	Ukraine	22.06.1975 Ukraine	AB 315484	EM 085648

12.Date and signature by Master, authorized agent or officer

Capt. Leshchenko Volodymyr

Master of m/v "TERVE" PANAMA

10.6 *General Arrangement of TERVE*

