

Ref : DMA/AIFI/97/C 947

Date: 02/10/2018

Dear Captain
Good Day,

Kindly find the attached informative document titled "**COLLISION BETWEEN MT SANCHI AND MV CF CRISTAL**" for your kind attention and necessary precaution measures.

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11 .

Best Regards,

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(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)



COLLISION BETWEEN MT SANCHI AND MV CF CRISTAL

DESCRIPTION OF ACCIDENT

On 6/6/2018 (16/10/1396) Mv CF Crystal first appeared on radar screen of Mt Sanchi at distance of about 9.8 nm with speed of 13.2 knots and course of 214. Stbd side of Mt Sanchi. Mt Sanchi Speed was 10.4 knots. Radar in use was on range scale of 6 nm, off center, relative motion. Mv CF Crystal saw Mt Sanchi about 7 nm on her portside. the bearing/range of CF Crystal was 022°/6.8nm. Mv CF Crystal adjusted her course to 225° while Mt Sanchi was about 3.1 nm then CPA was changed to 0.4nm as per AIS on Mv CF Crystal.

Mt Sanchi duty officer started assessing the situation of CF Crystal while CF Crystal was about 2 nm away with bearing of 025°.

C/O of CF Crystal handed over the watch to 3rd officer at very short period (about 2 minutes) without any description about present traffic. Mt Sanchi identified CPA of zero with CF Crystal at distance of about 1.6 nm and made 5 short flashes by Aldis lamp to Mv CF Cristal.

All delays in taking appropriate action by both vessels caused the collision to take place.

CAUSE OF ACCIDENT

Cause the collision was pure human error and negligence of officers of both vessels.

LESSEN TO BE LEARNT

All we seafarers are having families and waiting to see us healthful. What a deep sorrow it is to hear a seaman never gets home.

It is unbelievable to see people dying due to negligence of some others.

It is more painful when both vessels had plotted each other and in normal traffic density with normal visibility but hesitated to take proper and effective action.

It should be kept in mind that reduction of speed in congested traffic can be the best action to avoid collision.

Many peoples have studied hardly and collected rules, regulations and prepared ISM system for our safety which not observing them can keep us in dangerous situations.

Proper handing over the navigational watch is a primary duty of OOW which unfortunately was ignored on Mv CF Cristal.

Early and substantial action always keep the vessels in safe side especially in cases where visibility is low.



All of us have frequently read the ROR, even we know them by heart but we should implement them at ample time.

It is noteworthy that taking action at last minutes might lead the other vessel to wrong side with huge consequences.

