



LATVIJAS REPUBLIKA  
**TRANSPORTA NELAIMES GADĪJUMU UN INCIDENTU  
IZMEKLĒŠANAS BIROJS**

Brīvības iela 58, Rīga, LV-1011 Reģ. Nr.90002064522 Tālrunis: +371-67288140 Mob. tālr.: +371-26520082 Fakss: +371-67283339  
E-pasts: taiib@taiib.gov.lv www.taiib.gov.lv

REPUBLIC OF LATVIA  
**TRANSPORT ACCIDENT AND INCIDENT INVESTIGATION BUREAU**  
58 Brivibas Street, Riga, Latvia, LV-1011 Phone: +371-67288140 Mob. ph.: +371-26520082 Fax: +371-67283339  
E-mail: taiib@taiib.gov.lv www.taiib.gov.lv

**Grounding of mv “EMSSUN ” in vicinity of cape of Kolka on 05 January 2013 (short report)**



**Synopsis :** On January 05, 2013 , at 23.45M/v ‘Emssun’ has committed contact with ground, in vicinity of cape of Kolka, at the entrance in Riga Bay. The occurrence is qualified as ‘Incident’, that ‘*would endanger the safety of the ship*’.

**Vessel’s data : M/v EMSSUN data :**

Type: GENERAL CARGO  
Gross Tonnage: 4842  
Summer DWT: 6360 t  
Draft (fully laden): 5,55 m  
LOA: 112.20 m  
Beam: 16,01 m  
Build: 2009  
Flag: ANTIGUA & BARBUDA  
Home port: SAINT JOHN'S  
Operator: Grona Shipping

**Description of event:**

The vessel proceeded (in ballast) to port of Riga from port of Ostend. On January 05, 2013 , at 23.45 Master **was the sole person on the bridge** and has executed premature turn in vicinity of cape of Kolka, thus committing dangerous closing of coastline and assumed grounding. The vessel removed herself from the ground by engines’ astern run.

Due to the absence of factual damages, claims, environmental pollution, Bureau has investigated this incident concluding by “short report”; the analysis of the occurrence has led to some conclusions and recommendations, in order to prevent similar occurrences in the future:

**1. Analysis**

Company uses the ICS “**Bridge Procedures Guide**”, which is effective and sufficient means of Bridge’s daily operations. The inspections on board of ship have demonstrated sufficient level of vessel’s preparedness to navigate with due diligence.

**2. Recommendations:**

To execute effectively the defined requirements and procedures described in above mentioned manual as follows:

1. Company’s ICS “Bridge Procedures Guide” Chapter 1.2.2 “Watch keeping arrangements under the STCW Code”: *must be taken into account: proximity of navigational hazards which may make it necessary for the OOW to carry out additional duties.*
2. Company’s ICS “Bridge Procedures Guide” Chapter 1.2.4 “Sole look-out”: *Under the STCW Code, the OOW may be the sole look-out in **daylight conditions**.*
3. Company’s ICS “Bridge Procedures Guide”. Chapter 2.5.1.1 Visual monitoring techniques: quote : “*Ahead, transits can provide a leading line along which a ship can safely steer. Abeam, transits provide a ready check for use when altering course*”unquote.