



KÖZLEKEDÉSBIZTONSÁGI
SZERVEZET

TRANSPORTATION SAFETY
BUREAU

FINAL REPORT

**2006-010-6
MARINE INCIDENT**

**MAHART PassNave International pontoon #1, Budapest, Hungary
29th June 2006. 14:00 LT**

**Passenger boats MS MONET (ST-R 1064 F) and MS DNIPRO
(PA09281)**

The sole objective of the technical investigation is to reveal the causes and circumstances of marine casualties, serious and very serious casualties as well as marine incidents, and to initiate the necessary technical measures and make recommendations in order to prevent similar cases in the future. It is not the purpose of this activity to apportion blame or liability.

This present investigation was conducted on the basis of

- Act XLII of 1995 on marine transport,
- SOLAS 1974/1978 and Act XI of 2001 on its proclamation,
- Act CLXXXIV of 2005 on the technical investigation of aviation, rail and marine accidents and incidents (hereinafter referred to as Kbv.),
- Decree 9/2006 (II.27.) of Ministry of Economy and Transport (MET) on the detailed rules regarding technical investigation of serious marine casualties and incidents.
- In absence of other related regulation of the Kbv., the Transportation Safety Bureau of Hungary conducted the investigation in accordance with Act CXL of 2004 on the general rules of administrative authority procedure and service,
- The competence of the Transportation Safety Bureau of Hungary is based on the Kbv. until 31st December 2006 and on Government Decree 278/2006 (XII. 23.) from 1st January 2007 respectively.

Under the aforementioned regulations

- The Transportation Safety Bureau of Hungary shall investigate serious marine casualties.
- The Transportation Safety Bureau of Hungary at its own discretion can investigate marine incidents which - in its judgement - would have resulted in casualties in other circumstances.
- The technical investigation is independent of any administrative, infringement or criminal procedures.
- In addition to the aforementioned laws, the A.849 IMO Code (Code for the Investigation of Marine Casualties and Incidents) is applicable.

Abbreviations

TSB	Transportation Safety Bureau
MTW (KHVM)	Ministry of Transportation, Telecommunication and Water (Közlekedési, Hírközlési és Vízügyi Minisztérium)
MET (GKM)	Ministry of Economy and Transport (Gazdasági és Közlekedési Minisztérium)
IC	Investigating Committee
Kbvt.	Act CLXXXIV of 2005 on the technical investigation of aviation, rail and marine accidents and incidents
SOLAS	Safety of Life at Sea
VDR	Voyage Data Recorder
RSOE	National Association of Radio Distress-signalling and Infocommunications
NAVINFO	Marine Emergency Assistance and Information System
NTA	National Transport Authority
UDP	Ukrainian Danube Shipping Company (Ukrán Dunahajózási Nyrt.)
MS	Motor Ship

Summary

Event category	Marine incident
MS Claude Monet	
Manufacturer	S.A. Mesue & Sambre áB-Beez/Namur
Type	River cruising boat
Name and registration	MS Claude Monet ST-R 1064 F
Serial number	-
Owner	Alsace Corsieres 12, Rue de la Division Leclerc F-6700 Strasbourg
Operator	Alsace Corsieres 12, Rue de la Division Leclerc F-6700 Strasbourg
Date and time of the event (UTC)	Approximately 14 00 hours, 29 th June 2006.
Location	River kilometre 1645,95 Danube, International pontoon #1, Hungary
Number of fatally or seriously injured	None
Damage to ship	Minor
Country of registry	France
Registration authority	Bureau Veritas – Bureau d' Anvers
Authority supervising manufacturing	Bureau Veritas – Bureau d' Anvers
MS Dnipro	
Manufacturer	Korneuburg, Austria
Type	River cruising boat
Name and registration	MS Dnipro PA 09281
Serial number	-
Owner	UDP
Operator	UDP
Date and time of the event (UTC)	Approximately 14 00 hours, 29 th June 2006.
Location	River kilometre 1645,95 Danube, International pontoon #1, Hungary
Number of fatally or seriously injured	None
Damage to ship	Substantial
Country of registry	Ukraine
Registration authority	Shipping Register of Ukraine
Authority supervising manufacturing	Shipping Register of Ukraine

Synopsis

Data of the investigation

The incident was reported to the duty services personnel of TSB by the officer on duty of Danube River Police at 15:00 (LT).

The duty services personnel of TSB reported the event

- to the Head of Department on duty at 15 hours 05 minutes on 29th June 2007, then
- to the duty services personnel of NTA at 15 hours 08 minutes.

The Director-General of TSB assigned the following Investigating Committee (hereinafter referred to as IC) to investigate the marine incident:

Head of IC	Gábor Wimmer	Accident investigator
Member of IC	Dalma Orosz	Head of Marine Department
Member of IC	László Gréz	On-site investigator technician

This present final report

was based on the preliminary report prepared by the IC and accepted by the Director-General of TSB. The preliminary report was sent to the relevant parties - defined by law - for reflections. At the same time, the relevant parties and organisations were also informed and invited to the closing discussion of the preliminary report.

In the course of the procedure, the IC

- conducted the necessary investigations and took measures in order to fulfil the objectives of the technical investigation within reasonable time:
- examined the site of the occurrence, the maritime infrastructure, the vessels and their accessories, and the damages,
- interviewed the persons in possession of relevant information.

During the technical investigation

- the IC received all relevant information and records which were in possession of the owner and the operator of the vessels, the crews, the operator of the port and the marine transport authority.
- The following bodies cooperated in carrying out the technical investigation: bodies responsible for issuing licence, conducting the water-worthiness examination of the vessels, issuing the water-worthiness certificate, operating, maintaining and repairing the vessels, the operator of the port as well as the marine transport authority.

Incompatibility did not stand against the members of the IC.

The members of the IC performed their tasks under the control of the IC Head.

Persons participating in the technical investigation did not act as experts in other procedures concerning the same case and shall not do so in the future.

1. Factual information

The captains of the vessels involved were questioned and the minutes of the sessions were completed by the IC. The Director and an officer of the Hungarian Agency of UDP were also present at the site investigation.

1.1. The course of the event

The MS Dnipro was preparing for departure from International Pontoon #1 of MAHART PassNave terminal while the MS Monet was turning. The MS Monet collided by her bow into the portside of MS Dnipro.

- The captain of MS Dnipro told the IC that his ship had already been ready for departure but he specifically directed his crew not to proceed with the release of mooring lines because he saw the MS Monet turning.
- The captain of MS Monet acknowledged that he had started the turning manoeuvre too early and had not evaluated the necessary conditions correctly. He also stated that he thought he saw waves at the aft of MS Dnipro and made the false conclusion that the MS Dnipro had already released the mooring lines.

1.2. Injuries to persons

1.2.1. MS Monet

Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor/None	0	0	0

Note: None of 129 people aboard MS Monet was injured.

1.2.2. MS Dnipro

Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor/None	0	0	0

Note: None of 122 people aboard MS Dnipro was injured.

1.3. Damage to ships

Both ships were damaged in the course of the incident. MS Dnipro sustained substantial damage, while MS Monet was only slightly damaged.

1.4. Other damage

The MS Monet pushed the MS Dnipro to the pontoon. As a consequence, the river wall got slightly damaged.

1.5. Personnel information

The captain of MS Claude Monet

Age and gender	38-year-old, Male
Citizenship	Austrian
Qualification	Cat. „A” skipper
License	Captain
Medical certification valid until	no data
Experience	20 years

1.6. Ship information

Type: MS. Claude Monet river cruising boat
Registration: ST-R 1064 F
Official identification number: 18 22874 L
Year of manufacturing: 1999
Water-worthiness certificate: 5805 Sg
Valid: 21st January 2009.

Type: MS Dnipro river cruising boat
Registration: PA 09281
Year of manufacturing: 1970 (Korneuburg)
Water-worthiness certificate: 03.60217.183
Valid: 20th September 2006.

1.7. Meteorological information

Visibility: good
Temperature: 22 Co
Sunny weather
Wind: light
Water level: 337 cm

1.8. Aids to navigation

The usage and condition of navigation equipment had no effect on the incident; therefore their analysis was not required.

1.9. Data recorder

The ships involved in the incident did not have data recorders on board.

1.10. Fire

There was no fire.

1.11. Additional information

Apart from the data and information above, the IC do not wish to disclose further information.

2. Analysis

The recent years have seen a substantial increase in the number of passenger boats on the Danube, especially during the peak tourist season. The heavier traffic adds another load to skippers, captains, and other personnel working in the river navigation dealing with shipping of commercial goods on the Danube. In the summer, there are about 100 passenger boats in or near the port of Budapest at the same time. The pressure to keep the timetable while navigating and keep track of other boats requires a high level of alertness from the crews, and eventually it can lead to an error even by highly experienced captains doing simple manoeuvres.

3. Conclusions

It has been found that the captain of MS Claude Monet made a mistake in the turning manoeuvre and therefore collided into the portside of MS Dnipro causing substantial damage to its deck.

Cause of the incident:

The most likely cause of the incident was that the captain of MS Claude Monet was not concentrating on the task at hand and made an error in adjusting one or more of the following parameters: starting point of the turn, required speed, engine power, and position of the rudders.

4. Safety recommendations

- BA2006-010-6_01.** The IC recommends the NTA to extend the monitoring of VHF communication between boats to all navigation channels because the content of radio traffic (including time data) could be useful in accident/incident investigations. At present, channel 22 is continuously monitored and recorded by RSOE; monitoring of channel 10 is functioning in Budapest but recording is not available. Expansion of channel 10 monitoring beyond the city borders is underway; start of a system test run is expected soon. Note: boaters prefer using non-monitored channels.
- BA2006-010-6_02.** The IC recommends the NTA to install a simplified version of data recorders widely used on deep sea passenger ships and aircraft to river boats and deep sea cargo ships. The present regulations require only deep sea passenger ships and ferries to have a VDR system on board. Introduction of such a system to river navigation cannot be done overnight; there is much work to be done with regard to legal, infrastructural, technical, technological and financial preconditions.
- BA2006-010-6_03.** The IC recommends the NTA to prohibit turning manoeuvres for ships longer than 100-110 metres on the stretch of Danube between the Lánchíd (Chain Bridge) and Szabadság-híd (Liberty Bridge). At the same time it is necessary to assign a turning space further downstream where the river width allows it. This measure shall provide shipping companies with enough preparation time.

Budapest, 21st January 2008.

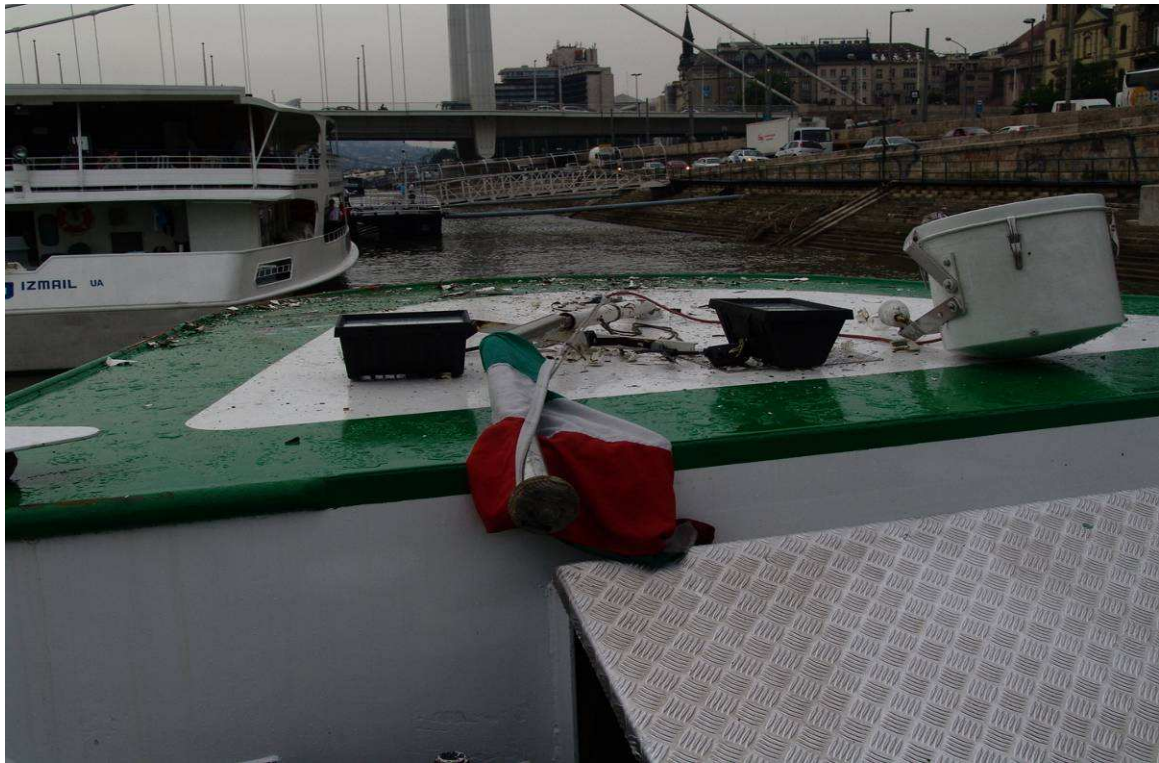
Gábor Wimmer
Head of IC

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Member of IC

László Gréz
Member of IC

Photos of MS Monet





Photos of MS Dnipro

