

SYNOPSIS



At about 1712 (UTC) on 25 February 2002, the Saint Vincent and the Grenadines registered general cargo ship *Arold* collided with the Antigua and Barbuda registered general cargo ship *Anjola* in the River Trent. Humber Coastguard informed the MAIB of the accident at 1827 that day.

Arold had been chartered by ABP Humber to train pilots and was on a training exercise in the River Trent. A qualified pilot, three trainee pilots and a crew of six were on board. The ship was turned around at Keadby to make the return passage downriver to Hull. At this time *Anjola* was unberthing at Flixborough to move upriver to Gunness. A pilot and the master were on her bridge. On hearing that *Anjola* was leaving Flixborough, *Arold*'s pilot called the other ship to say that he would wait for her to pass in the straight section of the river (the reach) between Bar and Amcotts Hook lights. *Arold* was slowed down to wait for *Anjola*.

As *Anjola* approached the wharves at Grove, she had to slow down for a ship, which was having problems berthing. *Arold* was still making headway and was approaching the tight bend in the river at Grove light. Her pilot called *Anjola* and asked if it would be possible to pass in or near the bight of the bend. *Anjola*'s pilot replied that he would keep his ship as close to the northern bank as possible. *Arold*'s speed was increased to half ahead and she began the turn to starboard around the bend. As the two ships approached each other, *Arold* stopped swinging to starboard and then began to swing to port towards *Anjola*. The pilot ordered hard to starboard and full ahead. However the ship was, by that time, swinging rapidly to port so, in an attempt to avoid a collision, the pilot ordered full astern.

When the pilot and master on *Anjola* suddenly realised that *Arold* was swinging to port, the pilot told the master to go full astern on the engine and, on doing so, her head swung to starboard. *Anjola*'s stem collided with *Arold*'s starboard bow. The two ships then separated and passed each other starboard to starboard.

The cause of the collision was that, while approaching *Anjola* in the bend of the river, control of *Arold* was lost because she suddenly turned (took a sheer) to port.

Since the accident, ABP Humber has taken a number of actions in an attempt to prevent a recurrence. These are listed in Section 1.6. In view of this, the MAIB has no additional safety recommendations to make.