**LLAMA ZERO-SHOT**

On March 1, 2018[DTE], the UK-registered general cargo vessel Celtic Spirit dragged its anchor in heavy weather on the River Humber, England, resulting in collisions with the research and survey vessel Atlantic Explorer and the general cargo vessel Celtic Warrior. Fortunately, there were no injuries or pollution, but all three vessels sustained shell plate damage. The investigation identified that Celtic Spirit dragged its anchor because insufficient anchor cable had been deployed for the tidal range and environmental conditions experienced. Additionally, the anchor position monitoring was inadequate, and the bridge watchkeeper did not immediately recognize that the ship was dragging its anchor [MGE].

The investigation also found that Celtic Spirit's crew was unable to manoeuvre quickly because its engines were not on immediate readiness, and the vessel collided with Atlantic Explorer and Celtic Warrior because its crew was unable to arrest the vessel's drift and due to the proximity of the vessels, there was insufficient time for them to get out of the way. Furthermore, lack of company guidance meant that there was an inconsistent approach to engine readiness on board sister vessels in the same fleet[UGE].

The investigation concluded that the accident was preventable, and several lessons can be learned from this incident. Firstly, it is essential to use the maximum amount of available anchor cable when anchoring in heavy weather. Secondly, continuous position monitoring is crucial when anchoring in such conditions, and the use of electronic navigation aids and radar anchor watch alarms can help prevent dragging anchor. Thirdly, engine readiness is critical for the prevention and control of anchor dragging, and the engine should be kept on immediate readiness while at anchor [MGE].

To prevent similar incidents in the future, shipping companies and port authorities should provide clear guidance on engine readiness and anchor cable deployment in heavy weather conditions. Additionally, more consideration should be given to the allocation of anchor berths, and clearer and more consistent advice on engine readiness and anchor cable use should be provided to vessels. By taking these precautions, shipping companies and port authorities can reduce the risk of dragging anchor and subsequent collisions.

**LLAMA ONE-SHOT**

The incident report details an event that occurred on February 28, 2018[DTE], involving the Celtic Spirit vessel. At approximately 1630 hours, the vessel's operations were instructed by Vessel Traffic Services (VTS) to proceed to anchorage due to strong winds and heavy rain in the area.[MGE] This instruction was likely given as a precautionary measure to ensure the safety of the vessel, its crew, and other vessels in the vicinity.

The Celtic Spirit anchored alongside Holme Hook at 1835 hours [DTE], indicating that it had successfully complied with the VTS instructions. However, just ten minutes later, at approximately 1845 hours [DTE], the anchor cable was let go, and the vessel began to drift towards the east-southeast.

In response to this development, the crew of the Celtic Spirit took swift action [MGE] to mitigate the situation. They contacted VTS again, informing them of the vessel's drifting status and seeking guidance on how to secure it[MGE]. The VTS team likely played a crucial role in providing expert advice and coordinating with other vessels in the area to minimize any potential risks or hazards.

To prevent further drift, the crew deployed an additional cable to secure the situation. This action was likely taken under the direction of the VTS team, who would have monitored the vessel's position and provided real-time guidance to ensure its safe anchorage.

Fortunately, the Celtic Spirit was able to anchor safely in a suitable location [MGE]. The incident highlights the importance of effective communication and coordination between vessels and shore-based authorities, particularly in challenging weather conditions. It also underscores the vital role [MGE] that VTS plays in ensuring maritime safety and preventing potential accidents or incidents.

The fact that the crew of the Celtic Spirit responded promptly and effectively [MGE] to the situation, with guidance from VTS, is a testament to their training and professionalism. The incident serves as a reminder of the need for vessels to remain vigilant and adaptable in the face of changing weather conditions and to maintain open communication channels with shore-based authorities.

Overall, the incident report provides valuable insights into the complexities of maritime operations and the importance of collaboration between vessels, VTS, and other stakeholders in ensuring safe and efficient navigation.

**QWEN ZERO-SHOT**

The incident described in the report took place on March 1st at 02:46 AM[DTE] when the vessel "Celtic Spirit" was anchored in Hawke anchorage, River Humber, UK. The marine casualty resulted in a serious incident due to dragging anchor. The damages included deformed shell plating and structural damage, failure of the anchor windlass, and loss of the starboard anchor and its cable[MGE].

The possible causes for this accident include adverse tide/current, a dverse weather conditions (with winds from easterly or northerly directions), inadequate bridge resource management, and inadequate vessel procedures. The report highlights that the port authority’s risk assessment had previously identified these as potential factors contributing to dragging anchor incidents [UGE].

Lessons learned from this incident emphasize the importance of adhering strictly to anchorage regulations and general directions provided by the port. Additionally, there is a need for improved bridge resource management and enhanced vessel procedures to prevent similar incidents in the future. Shipping companies are advised to closely monitor weather forecasts and current conditions before and during anchoring operations to ensure safety.[MGE]

**QWEN ONE-SHOT**

On February 28th, 2018[DTE], Celtic Spirit was anchored in the Hawke anchorage with one certified engine room watchkeeper. The conditions included heavy weather and strong tidal streams, making it more challenging to maintain an anchor position. After about 30 minutes [NNE] from when the bridge officer noticed the vessel dragging its anchor, a series of unfortunate events unfolded. The watchkeeper on Celtic Spirit was focused on fixing the ship's position and performing administrative tasks, failing to continuously monitor the vessel’s position[MGE] as per industry best practices. Despite the company condition of class requiring the main engine to remain at immediate readiness (standby), the engineer shut down the main engine after confirming the anchor was holding, leaving the engine room unmanned.

These actions proved critical in the subsequent collision incident. Without a second anchor or effective collision avoidance measures, Celtic Spirit collided with both Atlantic Explorer and Celtic Warrior. This highlights the critical importance of maintaining continuous vigilance during heavy weather anchoring.

Lessons can be drawn from this accident to improve maritime safety standards. It is essential for the bridge team to continuously monitor their position using all available means such as GPS, radar, and ECDIS (Electronic Chart Display and Information System). Ensuring the main engine remains at immediate readiness, as per company and industry standards, is crucial in emergency situations. Additionally, early broadcasts of warnings or alerts can provide other vessels sufficient time to avoid collisions[MGE].

The Humber pilots advised Celtic Spirit's master to keep the vessel’s engines on standby, emphasizing the importance of maintaining engine readiness. Industry guidance suggests using both radar and GPS anchor watch alarms for better situational awareness in heavy weather conditions. These recommendations underscore the need for robust safety measures and continuous training to prevent similar incidents in the future.

**CHAT GPT ZERO-SHOT**

The report outlines a serious marine accident involving the cargo vessel Celtic Spirit, which dragged its anchor in heavy weather at the Hawke anchorage on the River Humber on 1 March 2018[DTE]. The incident led to collisions with the survey vessel Atlantic Explorer and its sister ship, Celtic Warrior. The accident caused significant damage, including deformation of Celtic Spirit’s weather deck and engine room shell plating, failure of its anchor windlass, and the loss of its starboard anchor and cable. Atlantic Explorer sustained damage to its bow and anchor equipment, while Celtic Warrior suffered deformation to its bow.

The accident occurred because Celtic Spirit deployed insufficient anchor cable for the challenging environmental conditions, which included gale-force winds, a strong tidal stream, and a rising tide [UGE]. The vessel’s anchor started dragging, but this was not detected immediately due to inadequate monitoring of its position. The second officer on watch was fixing the vessel’s position at 30-minute intervals rather than continuously monitoring it, which delayed the recognition of anchor dragging. Additionally, the vessel’s engine was not on immediate standby, contrary to its class conditions for operating with only one anchor. This delayed the crew’s ability to maneuver the vessel and prevent the collisions. The lack of early communication with nearby vessels and vessel traffic services (VTS) further compounded the issue. Meanwhile, the port authority’s allocation of anchorage positions placed the vessels too close together, increasing the risk of collisions in the adverse weather conditions.

The incident highlights the importance of deploying sufficient anchor cable based on environmental factors, maintaining engines on immediate readiness, and ensuring continuous position monitoring when anchoring in heavy weather. It also underscores the need for clear communication with VTS and nearby vessels in emergencies and for ports to allow adequate spacing between vessels in anchorages. The lessons learned emphasize the necessity of robust anchoring practices, vigilant watchkeeping, and better preparedness to mitigate risks in severe weather.

**CHAT GPT ONE-SHOT**

On 1 March 2018, at approximately 0312[DTE], the UK-registered general cargo vessel Celtic Spirit was involved in a serious marine casualty at the Hawke anchorage on the River Humber, England. The incident occurred after Celtic Spirit, which was at anchor in ballast, began dragging its anchor in deteriorating weather conditions. This led to a collision with the research vessel Atlantic Explorer and subsequently with its sister vessel Celtic Warrior. The collisions resulted in structural damage to all three vessels, including deformation of Celtic Spirit's shell plating, anchor windlass failure, and the loss of its starboard anchor and cable. There were no injuries or fatalities reported, and no pollution occurred.

The accident unfolded when Celtic Spirit, anchored at the Hawke anchorage with 5 shackles of anchor cable, began to drag its anchor under the combined effects of gale-force winds and tidal streams exceeding 2.7 knots. The vessel's second officer, who was on anchor watch, failed to immediately recognize that the vessel was dragging, delaying the start of preventive measures. By the time the main engine was prepared and the master returned to the bridge, Celtic Spirit had already drifted into Atlantic Explorer, damaging both vessels. Entangled with Atlantic Explorer's anchor cable, Celtic Spirit was then carried by the wind and tides into Celtic Warrior, causing further damage. The situation was exacerbated by the lack of immediate engine readiness on board Celtic Spirit, as the main engine had been stopped earlier despite the vessel’s classification condition requiring it to remain on standby while at anchor with only one operational anchor.

The investigation revealed several contributing factors. Insufficient anchor cable was deployed in the prevailing weather conditions, with the master relying on the pilot's advice without adequately considering the forecasted winds and tidal streams. The bridge watch was inadequately prepared to monitor the vessel’s position in such conditions, with the second officer fixing positions at 30-minute intervals and failing to use the GPS anchor watch alarm for continuous monitoring. Furthermore, there was a lack of clear company guidance regarding engine readiness, leading to inconsistent practices across Celtic Spirit and its sister vessel Celtic Warrior. While Celtic Warrior's engine remained running in bridge control, Celtic Spirit's engine was shut down, compromising its ability to respond promptly to the dragging incident.

Actions were taken following the incident to address these shortcomings. Charles M. Willie & Co. (Shipping) Ltd., the owner and operator of Celtic Spirit and Celtic Warrior, updated its Safety Management System (SMS) to include clearer instructions on anchor watchkeeping and engine readiness. The company issued a fleet-wide memo and implemented a checklist for anchor watchkeeping in poor weather. Associated British Ports, Humber, revised its procedures for allocating anchorage positions and monitoring vessels at anchor, taking into account environmental conditions and the proximity of other vessels. General guidance on engine readiness during heavy weather anchoring was also clarified.

To prevent similar incidents in the future, it is recommended that shipping companies provide comprehensive training and instructions for anchoring in adverse conditions, emphasizing the need for sufficient anchor cable deployment, enhanced bridge resource management, and vigilant position monitoring using all available navigation aids. Vessels should also maintain immediate engine readiness when at anchor in heavy weather or congested anchorages. Port authorities should ensure that anchorage allocations consider weather forecasts and vessel separation to minimize collision risks. Lastly, regular drills and audits should be conducted to reinforce best practices for anchor watchkeeping and emergency response[MGE].

**LLAMA FEW-SHOT**

On 1 March at 0246, the vessel Celtic Spirit suffered a serious marine casualty while anchored in the Hawke anchorage of the River Humber, UK. The incident occurred when the ship's anchor windlass failed, causing the starboard anchor and cable to become detached from the vessel. [MGE]This led to significant structural damage to the ship's weather deck, engine room shell plating, and bulwark along its port quarter.

An investigation into the accident revealed that the failure of the anchor windlass was likely caused by a combination of factors, including inadequate maintenance and insufficient checks on the vessel's systems before anchoring in heavy weather conditions. [MGE]The strong easterly winds and moderate seas at the time of the incident made it challenging for the crew to maintain control of the ship, increasing the risk of equipment failure.

The accident also resulted in damage to another vessel, Celtic Warrior, which sustained shell plate damage to its bow after colliding with a green lateral buoy while re-anchoring. The Atlantic Explorer suffered damage to its shell plating at its bow and port shoulder, as well as anchor equipment.

In response to the incident, the relevant authorities took necessary actions to investigate and mitigate the effects of the accident. The damaged vessels were assessed and repaired, and measures were taken to prevent similar incidents in the future. Specifically, the Marine Casualty Information section of the report highlighted the importance of regular vessel inspections and maintenance checks to ensure the reliability of critical systems. [MGE]

In light of this incident, it is recommended that ship owners and operators take extra precautions when anchoring in heavy weather conditions or areas with restricted visibility. Regular maintenance checks should be performed on anchor windlasses and other critical equipment to prevent failures. Additionally, crew training programs should focus on emergency procedures for anchor loss and windlass failure, as well as the use of electronic navigation aids to improve situational awareness. By taking these measures, the shipping industry can reduce the risk of similar accidents in the future.[MGE]

**QWEN FEW-SHOT**

On March 16, 2018, at approximately 14:30 GMT, [DTE]an incident occurred involving the vessel Celtic Spirit (IMO number 9136204) while it was anchored in the Hawke anchorage of the River Humber, UK. The incident took place under heavy weather conditions with winds from the east and a force of 8 to 9, accompanied by moderate seas.

The accident involved the loss of one anchor (starboard anchor) along with its cable, as well as significant structural damage, including deformation of shell plating and failure of the anchor windlass. [MGE]The vessel was at anchor during this time segment when the weather conditions were particularly challenging.

Analysis of the causes revealed that high winds contributed significantly to the dragging of anchors. The Humber VTS Operations and Procedures Manual noted that such incidents are often attributed to heavy weather, highlighting the constant use of radar anchor guard alarms due to the significant movement of vessels in adverse weather. Additionally, there was a lack of specific guidance from the harbor authority regarding engine readiness and the operational status of anchoring equipment under severe weather conditions.

In response to this incident, Celtic Spirit remained at the Hawke anchorage while efforts were made to secure temporary repairs. The vessel's owner and manager were advised on improving procedures for monitoring vessels in heavy weather conditions, particularly concerning anchor handling and emergency preparedness. No specific recommendations were formulated given the existing actions already taken by the involved parties.

For future shipping operations, it is recommended that enhanced guidance be provided for vessels regarding specific anchorage use under adverse weather conditions, especially when wind direction poses a threat to vessel stability. Improvements in communication between harbor authorities and ship operators should also be prioritized, ensuring that clear instructions are given during heavy weather events to prevent similar incidents from occurring again. Additionally, regular updates on equipment readiness and maintenance practices should be implemented to ensure vessels can safely navigate through challenging maritime conditions.[MGE]

**CHAT GPT FEW-SHOT**

On 1 March 2018, at approximately 0246, the UK-registered general cargo vessel Celtic Spirit began to drag its anchor in the Hawke anchorage on the River Humber, UK. The vessel, in ballast and with eight crew members on board, had been anchored earlier that night after bad weather aborted a planned bunkering operation at Holme Hook anchorage. Severe easterly winds of Beaufort force 8 to 9 and a strong tidal stream caused the anchor to drag. Despite efforts by the crew, Celtic Spirit collided with the Panama-registered research and survey vessel Atlantic Explorer at 0312, and shortly thereafter, at 0320, it also collided with its sister vessel, Celtic Warrior.

The collisions caused significant damage to all three vessels. Celtic Spirit sustained structural damage to its port quarter, engine room shell plating, and bulwark, and its anchor windlass failed as the crew attempted to weigh anchor. The vessel's starboard anchor and cable were lost during the recovery operation and were later found fouled on a section of abandoned anchor cable. Atlantic Explorer suffered deformation to its bow and port shoulder shell plating, as well as damage to its anchor equipment. Celtic Warrior sustained shell plate deformation to its bow. No injuries or pollution were reported during the incident, but the chaotic drift of the vessels posed a significant risk to other ships in the congested anchorage.

Analysis of the incident revealed that Celtic Spirit had deployed insufficient anchor cable for the prevailing environmental conditions, which included strong winds, a rising tide, and a tidal stream of 2.7 knots. The vessel’s bridge watchkeeper did not immediately recognize that the ship was dragging anchor, as position monitoring intervals were too infrequent, and the GPS anchor watch alarm was not set. Additionally, the main engine was not maintained on immediate standby, contrary to class conditions, which delayed the vessel’s ability to maneuver and prevent the collisions. Compounding the issue was the proximity of the anchored vessels in the Hawke anchorage, which left insufficient room to avoid collisions once Celtic Spirit began to drift.[UGE]

Actions were taken following the accident to address these deficiencies. The vessel’s manager, Charles M. Willie & Co. (Shipping) Ltd, updated the safety management system (SMS) across its fleet. This update included clearer definitions of engine readiness, a checklist for anchor watchkeeping in adverse weather, and a memo to enhance anchor watchkeeping standards. Humber VTS also issued new guidance on anchorage allocation and monitoring, including considerations for vessel spacing and specific advice for anchoring during severe weather conditions.

To prevent similar incidents in the future, the shipping industry should ensure that vessels deploy adequate anchor cable based on comprehensive assessments of environmental conditions, including wind, tide, and sea state. Position monitoring should be continuous in heavy weather, supported by electronic anchor alarms, and bridge watchkeepers must be trained to recognize and respond swiftly to signs of anchor dragging. Main engines should be kept on immediate standby in adverse conditions, particularly in congested anchorages, and clear company guidance must be provided to ensure consistent safety practices. Port authorities should provide detailed advice on anchoring procedures during severe weather and allocate anchorage positions with sufficient spacing to mitigate risks in case of dragging. These measures, combined with improved communication between ships and VTS, are essential to enhance safety in anchorages.[MGE]