

Collision between Offshore Supply Vessel Flag-Foreign and Anchor Handling Tug, Flag - foreign, in December, 2006

Casualty Circular No. 4 of 2009

(Regulatory/Guidance/Information)

NO:11-NT(128)/2006

Dated: 23.06.2009

Subject : Collision between Offshore Supply Vessel Flag- Foreign and Anchor Handling Tug, Flag - foreign, in December, 2006

NARRATIVE

On 3rd December, 2006 an Offshore Supply Vessel (OSV), 32 years of old, Flag- foreign was carrying crew and project materials for Anchor Handling Tug, age 17 years, flag- foreign. Anchor Handling Tug was carrying out anchor handling operations at Mumbai High for Barge which was engaged in the maintenance of pipe lines of MSP platforms in Mumbai High. In course of these operations at around 1242 hrs. on 3.12.2006 Anchor Handling Tug collided with the Offshore Supply Vessel on port side near the accommodation. At 1305 hrs, the OSV sank. 22 survivors from the OSV were picked up by the Anchor Handling Tug. These 22 persons were transferred to the standby barge at 1312 hrs. on 03.12.2006. There were no fatalities or oil pollution incident reported.

OBSERVATIONS/ANALYSES

A. Offshore Supply Vessel - Flag - Foreign

- The Master of the vessel was found to be lacking knowledge as he mainly had experience of skipper of Fishing Vessel.
- The Master was having insufficient knowledge of International Regulation (COLREG 1972) for prevention of collision at sea. This fact is confirmed because of his wrong avoiding action to prevent collision.
- The Anchor Handling Tug which was busy in anchor handling operations was on the port side of the Offshore Supply Vessel and in accordance with the rules of the road the OSV has the obligation to take

action either by altering course to starboard or reducing her speed. The Master of the OSV instead put the engines on full ahead i.e. increased speed to avoid contact but this resulted in collision.

B. Anchor Handling Tug - Flag - Foreign

- The Master of the vessel did not maintain proper look out.
- The Master of the vessel did not display appropriate signals for vessel restricted in her ability to maneuver in accordance with Collision Regulations, 1972.
- The Master of the vessel did not use all available means such as Radar to assess risk of collision.
- The Master of the vessel behaved in an un-professional manner as he failed to extend immediate assistance.
- No navigational warning was issued for such operations by the controlling platform in the oil field area.

RECOMMENDATIONS/LESSONS LEARNT

- It is extremely important for all vessels engaged in navigation or specialized operations in the Offshore Developed Area to comply with sailing and steering rules under Collision Regulations, 1972.
- All vessels must keep proper look out as required by the provisions of Collision Regulations.
- Proper signals as required by the provisions of collision regulations must be displayed by a vessel restricted to her ability to maneuver.
- The vessel operating in the vicinity of platform situated in the Offshore Developed Area (ODA) should apprise themselves of any activity taking place in the proximity maintaining a good look out to ensure that close quarter situation does not develop.
- The controlling platform in the oil field developed area should broadcast navigational warnings.

Sd/-

(Capt. Deepak Kapoor)

Nautical Surveyor-cum-DDG (Tech)