

Casualty Circular No. 14 of 2009

(Regulatory/Guidance/Information)

NO:11-NT(41)/2008

Dated: 17.07.2009

Subject: Contact damage to jetty in an Indian Port by an Oil Tanker.

NARRATIVE

An Indian tanker, age - 23 years, GRT - 18542 t. while un berthing made contact with the oil jetty on 30.5.2008 at about 1430 hrs. The vessel under the direction of the port pilot had cast off all mooring lines and was canting to port heavily. It was noticed that the star board quarter of the vessel was touching a fender at the after manifold. The pilot made an attempt to clear the vessel from this obstruction with the help of a tug. This effort proved futile and the vessel's starboard quarter railing came in contact with shore fire monitor at 1435 hrs. The pilot also ordered the letting go of port anchor but the vessel touched the catwalk due to its own movement. The pilot eventually cleared the stern of the vessel from the jetty with the help of a tug and by heaving up the anchor. No malfunction of main engine and steering system was reported.

OBSERVATIONS/ANALYSES

- The Master's statement revealed that strong wind/current and use of single tug of inadequate power during unberthing attributed to the accident.
- Master did not record any protest with regard to use of tug of inadequate pulling power.
- Master also stated that the use of one tug and anchor during berthing/unberthing operations was the normal practice of the port. He didn't bother to lodge any protest.

RECOMMENDATIONS/LESSONS LEARNT

- Keeping in mind the ship's maneuver under compulsory pilotage system in the Indian port take place in accordance with Master's order and pilot's advice, the prudent Master therefore, should evaluate the size and power of the tug required for berthing and unberthing operations well in advance.

- The Master should take into account the prevailing sea/weather conditions during such operations accordingly exercise additional skill and prudence for the safety of ship and the port.

Sd/-

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