

**Casualty Circular No. 15 of 2009**  
**(Regulatory/Guidance/Information)**

NO:11-NT(97)/2009

Dated: 17.07.2009

**Subject: Collision between Oil Tanker flag - foreign & Dredger- flag- India in Indian waters.**

**NARRATIVE**

An oil tanker, flag - foreign, age 1 year, collided with a dredger flag - Indian, age 31 years, on 08.10.2008 at 0350 hrs, in the approaches of one of the Port's channel. On 8<sup>th</sup> October, 2008, the Indian dredger approached Buoy No.12 and commenced dredging out ward against the time at 0220 hrs. At 0300 hrs on 08.10.2008, the vessel completed dredging operations and proceeded for dumping area at slow speed. At 0315 hrs, the dredger crossed Buoy No.8 and gave full ahead (M/E Port/Starboard). The foreign flag tanker after weighing its anchor started to proceed to the pilot boarding station to pick up pilot for berthing operations at around 0315 hrs. The Master of the tanker entered the port from west of the channel. Weather and sea conditions were fine and stable. The oil tanker passed No.2 buoy of the channel approx. at 0330 hrs with speed of 12knots. Around 0340 hrs., while in the proximity of the No.4 buoy, the Master of the tanker slowed down her speed and at the same time the dredger also came close to No.4 buoy. The Master of the tanker switched on all the deck lights to facilitate the boarding of pilot. This created confusion between both the vessels. Since, no communication was made between these two vessels, the Master of the oil tanker altered her course on seeing the dredger very close to its position. At around 0350 hrs. the tanker and the dredger collided. The pilot was about to board the oil tanker at that time. The dredger's pump room and hopper started to take in water after the collision. The Master of dredger started pumping out water from both the spaces and found pumps not coping with ingress of water. So, he decided to beach the vessel. There was no loss of life or any injury to the crew or any oil pollution incident.

**OBSERVATIONS/ANALYSES**

***OIL TANKER:-***

- The Master of the oil tanker entered the channel in excess speed than advised by the pilot.

- Master's action under Collision Regulations (COLREG 1972) for a power driven vessel on her starboard side was not conforming to the specified Regulation, as he altered course to port instead of altering course to starboard or slowing down.
- Master had visited this port many times without any untowards incident on this ship. He was perhaps over confident during this call.
- There was no communication between both the vessels.
- The Master switched on all the deck lights which created confusion and made the judgment difficult for the dredger in vicinity during this critical operations.

#### ***DREDGER:-***

- The Master did not comply with the COLREG 1972 for the vessel restricted in her ability to maneuver with respect to the lights and shapes prescribed for this vessel.
- The Master failed to inform the port control and the pilot about her vessel's movement.

#### ***PORT CONTROL:-***

- The port control was not equipped with collision avoidance devices such as radar to monitor the movement of traffic in the port's channel.
- Port control was not aware of the presence of the tanker and dredger in the channel. .
- Port control Automatic Identification System (AIS) was not operational.

#### **RECOMMENDATIONS/LESSONS LEARNT**

- The Port Control should be equipped with radar of adequate power and size and other navigational aids to monitor the movement of vessels entering and leaving the port for the purpose of surveillance and collision avoidance.
- The port should have proper training system for training junior pilots and port control personals in a structured manner.
- The Master of incoming and out bound vessels should have complete knowledge of collision regulation (COLREG 1972) and apply the relevant regulation during navigation in restricted waters for avoid risk of collision or close quarters.
- The Master of incoming and out bound vessels should communicate with each other in case of doubt provided the identity of each other is established through AIS or other suitable means available on their vessels.
- The port should establish vessel Traffic services for monitor and control the maritime traffic within its jurisdiction meeting the operational standards provided by IMO.

**Sd/-**

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