

Casualty Circular No. 26 of 2009

(Regulatory/Guidance/Information)

NO:11-NT(102)/2008

Dated: 07.09.2009

Subject: Contact damage to oil jetty due to dragging of anchor.

NARRATIVE

A General Cargo ship flag - foreign built - 1979, GRT - 3119 manned by foreign nationals arrived in Indian port on 6th November, 2008 for loading salt in bags and berthed on 10.11.2008. She completed cargo operations on 10.11.2008 and shifted to inner anchorage from berth at around 1325 hrs. under the supervision of pilot. At around 1430 hrs. the vessel dropped both her anchor as per the pilot's advise . The Master noticed that both anchors were fouled. The pilot disembarked at 1500hrs. The vessel started dragging anchor thereafter. The Master used main engine up to the speed of half ahead but failed to control the drift of the vessel. Oil jetty was only about 3 cables from the anchor position. The Master did not inform the Port Control regarding dragging of anchor. At about 1540 hrs. on 11th November, 2008, the vessel made contact with the oil jetty. Master notified the Port Control of the contact. The port authorities immediately sent the pilot with two tugs. The pilot heaved up the port anchor by using the main engine. The starboard anchor could not be picked up as it was suspected to be fouled at the bottom. The vessel was made fast along side the jetty with starboard anchor fouled at the bottom. On 12th November, 2008 as per the advise of the pilot the vessel slipped the starboard fouled anchor and re-anchored by using port anchor at 1643 hrs. on 12.11.2008. Starboard anchor was recovered with the assistance of shore workshop and reconnected by 1000 hrs on 13.11.2008. No incident of oil pollution, loss of life or injuries was reported.

OBSERVATIONS/ANALYSES

- The vessel was inspected by the PSC authority, while along side and detained on account of the following deficiencies:
 1. No harbor Chart on board.
 2. One Deck officer was short.

- The vessel's anchor position was not plotted on the chart and monitoring done only by radar and GPS anchor watch alarm.
- Master was alone on bridge, because of short manning of deck officer.
- Main engines were not used to full power to avoid the contact damage.
- Dragging of anchor was not reported to port control.

RECOMMENDATIONS/LESSONS LEARNT

- The Port Authority should apprise the Master and the pilot on the prevailing current and tides
- Vessel Traffic Management System (VTS) of the port should monitor the vessel closely and provide early warning and advise to the Master
- The Master should ensure that regulation 27 of SOLAS Chapter V - carriage of Nautical charts & Nautical publication for the intended voyage including the Plan Chart for the harbor are adequate and up to date.
- The Master shall ensure that regulation 14 of SOLAS Chapter V - Safe manning should be strictly complied with, as laid down by the Flag Administration
- The Master should adjust or re-organized the watch keeping schedule if safe manning is inadequate in accordance with STCW convention
- The Master and the duty officer shall convey to pilot, the vessel's position regularly, preferably using two different methods of position fixing
- The Master should ensure that main engines are always at his disposal and therefore, optimum use of engines should be made during any maneuvering operations especially during emergency
- The Master should ensure to report the dragging of anchor to the Port Contros
- The Master should make sure that his vessel is safe at all times and adequate margin of safety is maintained between other ships and the cargo jetties
- Master should not hesitate in using his over riding authority during such situations as specified in ISM Code
- Vessel should be manned as per safe manning document. Any dispensation from safe manning should be permitted only under exceptional circumstances
- Vessel should be provided with all charts of local area, both large scale and small scale.

Sd/-

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