

Casualty Circular No. 21 of 2009 (Regulatory/Guidance/Information)

NO:11-NT(81)/2008

Dated: 04.08.2009

Subject: Collision between two foreign flag vessels off Indian port

NARRATIVE

A foreign flag container ship , age - 14 years, GRT- 11788 made contact with another foreign flag bulk carrier, age - 34 years, Size - GRT 16486 on 22.8.2008 at 0315 hrs. within jurisdiction of Indian port.

A container ship sailed out from an Indian port on 22.8.2008 and bound for another port in South coast of India. At 0240 hrs. she disembarked the pilot at buoy No.7 and navigated through the channel till the fairway buoy. The vessel was steering a course of 172 degree and making speed of 10.5 knots. At 0240 hrs. 2nd officer came up on the bridge to assist the Master. The 2nd. Officer took over the watch from the Master and the Master went to Radio room to sent messages.

The bulk carrier arrived from foreign port in ballast condition and dropped her anchor at 1310 hrs. on 13.8.2008 well cleared of the fairway waiting to load parcel of cement from the port. The outward container ship was manned with duty officer and duty Able Bodied (AB) seaman. The vessel was on auto pilot. The duty officer went inside the chart room to plot the vessel's position at 0300 hrs. The duty officer started writing log book and failed to keep lookout. The duty AB realized suddenly when the bulk carrier came very close. This fact, he was brought to the notice of duty officer at 0310 hrs. on 22.8.2008. The duty officer came to bridge from the chart room and gave hard starboard from auto pilot without changing over to manual steering. The container ship made contact at 0315 hrs. on 22.8.2008 with heading 186 degree speed of 10.5.knots.

OBSERVATIONS/ANALYSES

BULK CARRIER

- The vessel's Main engine was not on short notice.
- The duty officer did not call Master when collision was imminent.
- The duty officer did not take any avoiding action like slackening of cable, to avoid collision.

CONTAINER SHIP

- The officers did not carry out assessment of vessel's at anchorage.
- The duty AB noticed the approaching vessel quite late.
- The duty officer failed to change over auto to manual steering.
- The duty officer did not inform the Master, who was present in the Radio room.

PORT CONTROL ROOM

- Control room was not keeping watch on the movement of the vessels within its jurisdiction.
- The control room was manned with non-technical persons.
- Though the control room equipped with radar, there was no competent person to track all vessels.

RECOMMENDATIONS/LESSONS LEARNT

- During navigation, the fundamental principles of watch keeping such as maintaining look out, proceeding at safe speed and observance of good practice of seamanship should be strictly followed.
- In restricted waters, the Master after handing over watch to duty officer should monitor the navigational related activities closely.
- The duty officer should maintain active navigational watch by implementing the passage plan and take into account the navigational hazards expected during the voyage.
- The duty officer should spend minimum time in the chart room, while vessel is navigating in restricted waters.
- Port control room should be adequately manned with competent persons to monitor the movement of vessels.
- When vessel is at anchorage Main engines should be placed at short notice.

Sd/-

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