

KISH P & I LOSS PREVENTION CIRCULAR KPI-LP-96-2012 ***(Fouling a Buoy after Loss of Propulsion; Lessons to be Learnt)***

► **Narrative:**

After completing repairs at a shipyard, a tanker concluded sea trials and was approaching her assigned anchorage berth. As she negotiated the buoyed channel to the south of a crowded anchorage, a sudden fault in the main engine lubricating system resulted in the automatic shutdown of the main engine. In response to the vessel's safety (SECURITÉ) alert, the port quickly identified a contingency anchorage berth in the nearest clear area among other anchored vessels.

It was reckoned that even if propulsion was not restored, the tanker would have sufficient steerage way to safely pass the nearest vessels before a gentle turn to port would lead her to the position. However, due to the combined effects of a tidal stream and loss of steering due to decreased speed, the vessel drifted on to the channel marker buoy, which got fouled briefly with the rudder. After some minutes, the tanker drifted clear of the buoy and no damage was observed on the vessel or the buoy.

► **Result of the investigation:**

1. After departing from the shipyard, all the tugs were dismissed – it would have been prudent to retain at least one escorting tug;
2. The outward pilot was apparently unaware that the vessel was intending to conduct engine trials off port limits (OPL) and was scheduled to return and anchor in the waiting area;
3. The Master failed to properly respond to the emergency – the operation of the main engine manual override facility and a prompt astern movement could have taken the way off and, with the consent of the port, the anchor(s) should have been let go while stopped inside the channel;
4. After the engine stopped, neither the Master nor the port control issued a timely call for tug(s) assistance;
5. Communications between the bridge and engine room were ineffective and did not convey the vessel's dangerous location and the seriousness of the engine problem;
6. The approach to the contingency anchorage did not adequately consider the vessel's limited manoeuvring ability in very light ballast condition and the influence of the tidal stream;
7. The better option of passing the buoy to port before turning into the anchorage was overlooked.

► **Corrective/preventative actions:**

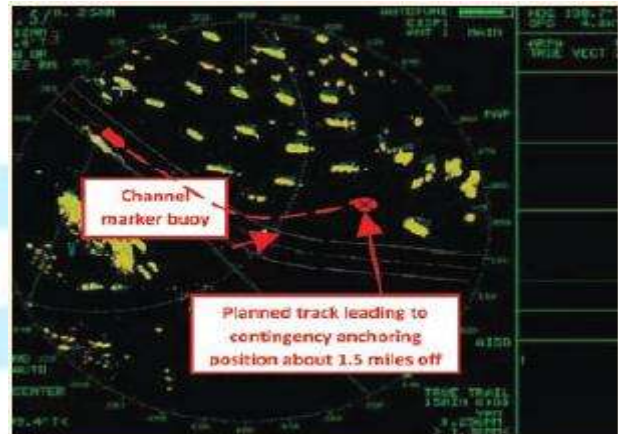
The SMS was amended to include new procedures for vessels departing from dry dock, building or repair yard following significant repairs/refits;

- 1- Preparations for sea trial shall incorporate:

- ✓ passage plans that ensure ample sea room, avoid transiting congested inshore waters, and provide for contingency anchorages;
- ✓ loading of sufficient ballast to achieve normal ballast condition before proceeding;
- ✓ the provision of at least one escort tug until the vessel has reached open waters or the satisfactory completion of sea trials;

2- Refresher training, and, if practicable, the testing of emergency overrides/recovery systems designed to overcome failure of critical equipment/systems;

3- Master/Pilot information exchange must ensure that pilots are made aware of planned trials of engines or other critical systems.



With a significant residual headway at the time of main engine shutdown, the Master was hoping to safely steer the dead ship along the track shown, leaving the buoy to starboard and anchor the vessel in the area north of the channel, clear of other anchored vessels



The tanker drifted off the planned track and on to the buoy due to the easterly setting current and loss of steerage way (see true vector setting just south of east)