

AHTS CS TOPPER

IMO No. 8121147

Contact with Rig

Location: East Coast of India

Date of casualty: 17 October, 2008



Summary

The AHTS “CS Topper” was to approach rig “Energy Driller” to pick up crew in moderate to rough sea conditions and tidal current of 3-4.5 knots.

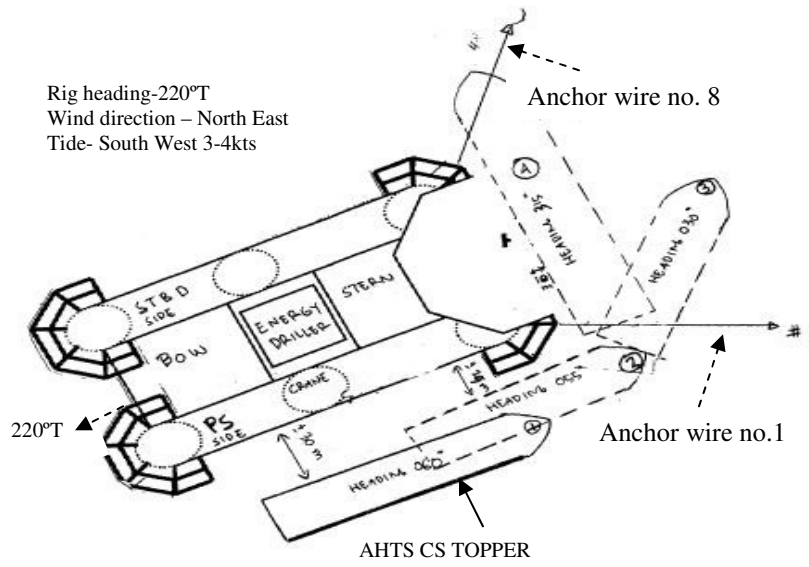
The tug attempted to approach from port side of the rig, stemming the sea and tide. As the tug was still approaching to aft pillar of the rig, she made contact with anchor rack of the rig. The vessel further got entangled in both the stern anchor wires of the rig and the tug finally hit the stern of the rig and rested port side alongside between stern anchor wires. This resulted in damages to her port side shell plate and to the anchor rack of the rig.

Causal Factors

- Heavy weather conditions.
- Poor assessment of combined effect of prevailing weather including tide on ship’s maneuvering.
- Lack of ship handling competency and ship maneuvering simulator training.
- Inadequate usage of engine, helm and bow thrusters.
- Priority to commercial gain over safety, overlooking the over-riding authority of the Master.
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Lessons Learnt

- Ship Maneuvering Simulator training must be imparted to all navigating Officers.
- There must be commitment of technical and commercial top management to encourage Master to practice his overriding authority for safety of crew and vessel.
- SMS procedures must ensure that sufficient time is given to Master and crew for familiarization of vessel relevant to safety.
- Attempts should not be made to come along side the rigs in adverse weather.
- Check list before entering 500meter zone of the oil rig must be followed strictly and not taken as a normal routine operation.



Damaged plate of C S Topper



Rig "Energy Driller"