

“M.T. SEEB”

IMO No. 9500716

Collision with Container vessel “KOTA TENAGA”

Location: 01°10.4’N, 103°48.4’E, South of Sebarok Pulau (Island), Singapore Strait

Date of casualty: 04 January 2012

SUMMARY

VLCC MT “Seeb”, built in 2011 loaded 267660mts of crude oil from Kharg Island, Iran and sailed on 21 December 2011 for port Ningbo, China.

On 4 January at 1800 hrs MT “Seeb” entered Singapore Strait and followed east bound traffic lane of deep water route. She was on maneuvering speed, in manual mode of steering and displayed signals as required for a vessel constrained by draft.

The weather experienced on the day of collision incident, the 4 January 2012, was gentle breeze, slight sea and low swell with visibility over 5nm.

In the evening watch the bridge was manned by Master, Third Officer (OOW) and duty AB. The conning of vessel was in command of the master.

Around 2059hrs while MT “Seeb” was on course 070°T with slow ahead speed, Master saw a vessel in west bound traffic lane, about 2 points on port bow at a distance of 1nm, expected to proceed in west bound lane, was crossing her bows. Master asked duty officer to blow ship’s whistle to know her intentions.

At 2100½ hrs this vessel was right ahead at a distance of 5cables having entered east bound lane. A little later, after crossing bows she was observed 1 point on starboard bow, swinging to her starboard and was almost on a reciprocal course (260°T) at 3.5cables.

The target vessel continued swinging to starboard trying to come back in west bound lane and was now on a northerly course at a distance of 1.3 cables, attempting to cross ahead of MT “Seeb” from starboard to port.

This vessel was now identified on AIS as “Kota Tenaga”. Realizing the imminent danger of collision MT “Seeb” put hard port wheel to be parallel with target vessel and to reduce the contact impact.

MT “Seeb” now started swinging to her port and was on course 055 °T with speed half ahead. When “Kota Tenaga” was right ahead, her port shoulder came in contact with stem of MT “Seeb” at 2104hrs in position 01°10.4’N, 103°48.4’E, South of Sebarok Pulau (Island).

MT “Seeb” suffered some damages on her forecastle deck fittings, dents and paint scratches on her starboard side hull all the way from stem to break of forecastle deck. Structural integrity of MT “Seeb” was not breached.

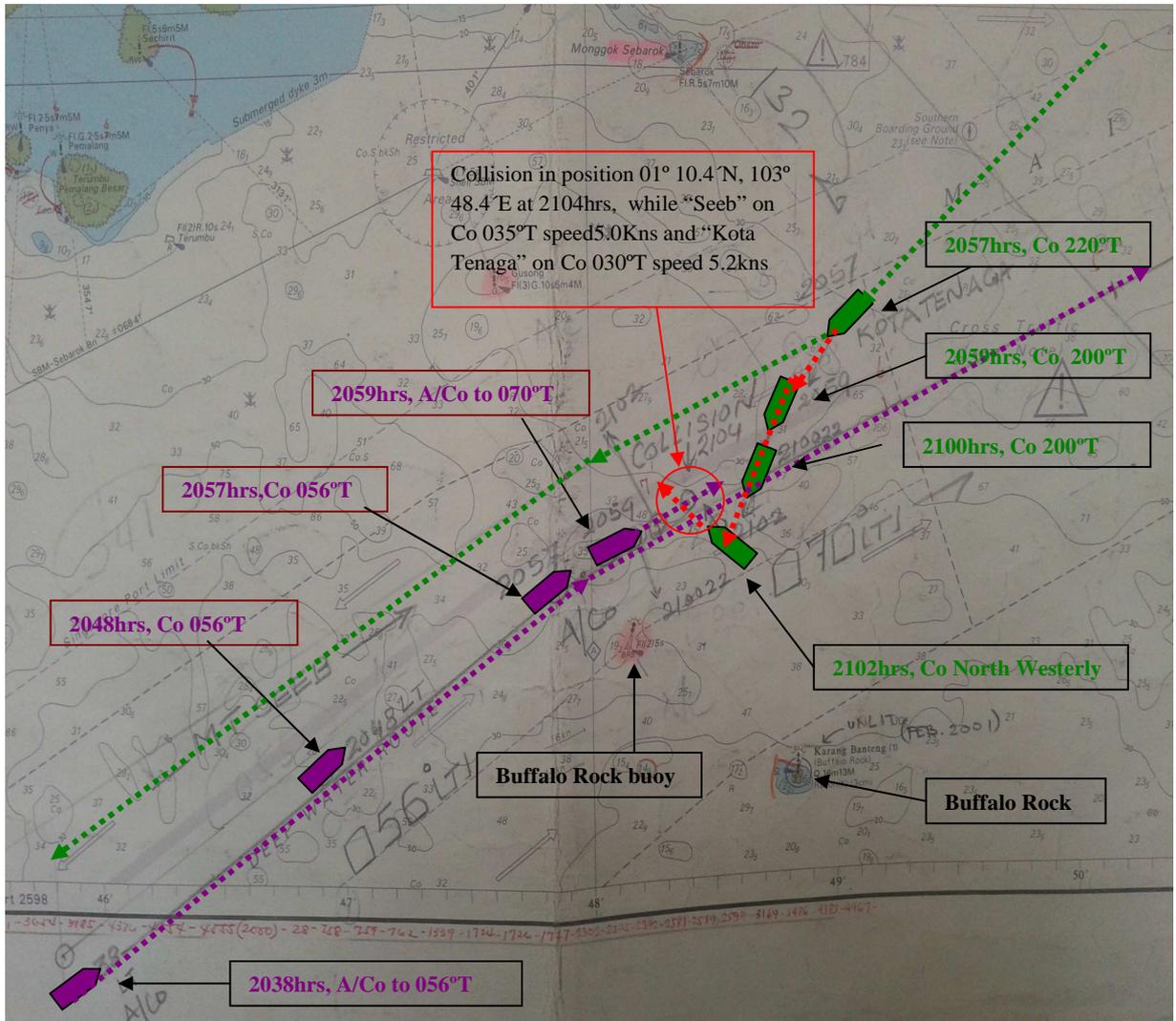
Some containers fell in water also oil spill was observed from MV “Kota Tenaga”. There was no human casualty reported.

Causal Factors

- Uncertain, erratic unexpected and impulsive maneuvers made by “Kota Tenaga” after entering in east bound lane (wrong lane) a few minutes before collision was the main cause of collision.
- There was lack of situational awareness by Bridge team on “Kota Tenaga” that failed to monitor shipping traffic in east and west bound lanes, position of own vessel and overshot the alteration point from where she should have been in west bound TSS lane on a course of about 245 - 250° T.
- Inadequate lookouts, not using all available Bridge resources appropriate in the prevailing circumstances and non compliance of COLREG on “Kota Tenaga” were factors responsible for collision.
- Lack of establishing effective communication, non-acquisition and recognition of vessels in close proximity were other contributing factors of collision.
- Speed reduced by MT “Seeb” was in compliance to COLREG but alteration of course to port developed prolonged close quarter situation and resulted in collision. Stopping or reversing means of propulsion and maintaining course would have avoided the incident.

Lessons Learnt

- To prevent some of the major causes of collision, appropriate bridge resource management, situational awareness and proper education and training in how to avoid accidents at sea must be of prime consideration. Therefore, knowledge, experience and technical ability are essential elements for a qualified officer to maneuver a ship, and to prevent a collision.
- Proper lookout and requirements of the regulations for preventing collision at sea, 1972, the need to follow it, earlier action and a larger change in course can greatly reduce the risk of collision. Such training can use a simulator to increase the trainees’ experience in collision avoidance.



Abstract of BA Chart 4041

- ⋯→ - Denotes charted courses of MT "Seeb"
- - Denotes positions of MT "Seeb"
- - Denotes positions of "Kota Tenaga"
- ←⋯ - Denotes appropriate courses to be followed by "Kota Tenaga" in west bound lane.
- ←⋯ - Denotes inappropriate courses followed by "Kota Tenaga"