

# 'ADMINISTRATION INVESTIGATION TO A CTL AND THE SCR EXPERIENCE OF A SALVAGE'

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# ADMINISTRATION INVESTIGATION TO A CTL

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FLAG STATE OF THE VESSEL CONCERNED WISH TO CONDUCT AN INVESTIGATION.

‘NO BLAME’ MARINE ACCIDENT INVESTIGATION.

INDUSTRY STANDARD FOR THE BASIC PRINCIPLES AND METHODOLOGY FOR NO BLAME MARINE ACCIDENT INVESTIGATIONS CAN BE FOUND IN IMO CASUALTY INVESTIGATION CODE.

WHAT HAPPENED?

HOW DID IT HAPPEN?

WHY DID IT HAPPEN?

WHAT CAN BE DONE TO PREVENT IT HAPPENING AGAIN.

# UPCO 3

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FLAG - PANAMA

TYPE - OIL TANKER

LOA - 82.0 MTRS

DWT - 3603 MT

SPEED - 10.0 KNOTS

CARGO - NAPHTHA

LOAD PORT - JEBEL ALI

DISCHARGE PORT - JNPT

# NARRATIVE PART 1

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ARRIVES MUMBAI ANCHORAGE - 3<sup>RD</sup> MAY 2003

AGENT INFORMS BERTHING - 8<sup>TH</sup> MAY 2003

JNPT PORT CONTROL INSTRUCTIONS – 0315 /9<sup>TH</sup> MAY 2003

PILOT STATION ETA - 0515/ 9<sup>TH</sup> MAY 2003

STANDBY / HEAVING UP ANCHOR - 0315 ON 9<sup>TH</sup> MAY 2003

ANCHOR POSITION TO PILOT STATION – 11.3 NM

RUDDER INDICATOR STUCK /STEERING PROBLEM - 0500

FOUND RUN AGROUND 0530 .VESSEL STARTS LISTING.

POSITION -18<sup>0</sup> 52.132 N 072 47.22 E

OFF PRONGS LIGHT HOUSE- 233<sup>0</sup>T X DISTANCE 1.0 NM

0530 - MUMBAI VTS CONTROL CENTRE COMMUNICATES WITH MASTER

ALL PARTIES INFORMED THEREAFTER.

## NARRATIVE PART 2

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SUNRISE- NO 3 STARBOARD TANK DOME SPILLS NAPHTHA.

0700 -TANKS FOUND RUPTURED.

0800 -COAST GUARD HELICOPTER HOVERS AND CG OFFICIAL BOARDS FROM FOC SLE.

0900 -INDIAN NAVY HELICOPTER ASSESSES THE SITUATION.

1030 -CHANGE OF TIDE.VESSEL EXPERIENCES VIBRATION.

1545-VESSEL REFLOATS ON ITS OWN.

MUMBAI PORT CONTROL VTS INSTRUCTS VESSEL TO MOVE TO BRAVO ANCHORAGE AND DROP ANCHOR.

VESSEL MOVES IN CRIPPLED CONDITION DOWN BY HEAD.

1655 -VESSEL DROPS ANCHOR AS PER PORT CONTROL VTS INSTRUCTIONS.

2330- P&I SURVEYOR/DIVERS/BARGE/EQUIPMENT ARRIVE.

WATER INGRESS COULD NOT BE ARRESTED.

## NARRATIVE PART 3

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10<sup>TH</sup> MAY 2003

0500-DIVERS ASCERTAIN GASHES ALL TANKS EXCEPT 3 TANKS.

P&I SURVEYOR BRIEFS GRAVITY OF SITUATION.

0655-REALITY DAWNS.SALVAGE EXPERTS ROPED IN AND SIGNING LLYODS OPEN FORM CROPS UP.

0815-VESSEL ASKED TO ABANDON AS FLOODING INCREASES.

0830-0835- CREW TRANSFERRED.

1205-VESSEL SINKS UNDER THE WATER AND ROLLS OVER.

1800-CREW BROUGHT TO YELLOW GATE POLICE STATION.

# CAUSATION

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VESSELS ANCHOR FOULED WITH FISHING NETS.

TO MAKE UP LOST TIME TOOK SHORTEST DISTANCE.

HEAVY TRAFFIC/FISHING VESSELS.

MASTER UNAWARE OF SET AND DRIFT/ONLY GPS USED FOR PLOTS.

UNAWARE ,VESSEL WAS STUCK BY AN UNDERGROUND UNIDENTIFIED OBJECT(WRECK).

VESSEL RUPTURES PLATING USING POWER.

ONCE REFLOATED WAS A FIRE HAZARD.

# FINDINGS

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INCOMPETENT CREW INCLUDING MASTER.

NAVIGATIONAL EQUIPMENT UNFUNCTIONAL-ECHO SOUNDER/ENGINE TELEGRAPH/PA SYSTEM.

CHARTS NOT CORRECTED.

ER-OWS/AC/FRIDGE NOT OPERATIONAL.

LEAKY GASKETS ON CARGO DOMES.

TRADING AREAS ONLY FOR A1 AND A2 BUT OPERATING ACROSS A3.

WRECK NOT MARKED.

LAPSES ON PART OF PORT CONTROL VTS MUMBAI/JNPT.

CASUAL APPROACH.

P&I CLUB WITHDRAWS FROM THE SCENE.

DISAPPEARANCE OF THE CREW.

# SUMMARY

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HUMAN ERROR

NEGLIGENCE

PROFESSIONAL MISCONDUCT/INCOMPETENCE

OWNERS LACK OF DILIGENCE

PORT STATE SLACKNESS

FLAG STATE APPORTIONMENT

ROGUE TRADE

# SCR EXPERIENCE OF A SALVAGE

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A CASUALTY NEEDS TO BE MANAGED FROM THE OUTSET.

DISCIPLINED APPROACH NEEDED IN ANY SALVAGE OR WRECK REMOVAL OPERATION.

SAFETY OF LIFE PARAMOUNT.

MARINE ENVIRONMENT TOP PRIORITY.

TEAM DEVELOPMENT PROCESS CRUCIAL.

SCR/CC-PLAYS IMPORTANT ROLE IN OVERALL MANAGEMENT OF TEAM.

IF A SALVAGE OPERATION IS CONTRACTED ON LLOYDS OPEN FORM WITH SCOPIC INVOKED AN SCR WILL BE APPOINTED WHO WILL REPRESENT ALL INSURED INTERESTS TO THE CASUALTY.

PRIMARY DUTY- SAME AS CONTRACTOR -DO BEST TO ASSIST IN THE SALVAGE OF THE VESSEL AND THE PROPERTY THEREON AND IN SO DOING TO PREVENT AND MINIMISE DAMAGE TO ENVIRONMENT.

# NARRATIVE

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GENERAL CARGO VESSEL LOADS IRON ORE FINES DURING S.W. MONSOONS.

CASUAL APPROACH BY CREW/SHIPPERS/PORT.

VESSEL DEPARTS PORT LIMITS.DEVELOPS LIST.

VESSEL TURNS AROUND AND LIST INCREASES TO 12<sup>0</sup>.

UNABLE TO REACH CHANNEL, MASTER GROUNDS VESSEL AT 8 MTRS DEPTH.

GA DECLARED. VESSEL SAFELY AGROUND 17<sup>0</sup> (S )LIST.

SCR FOR SALVAGE CO-ORDINATION.

VESSEL PREPARED FOR REFLOATING BY CARGO DE WATERING/LEVELLING.

VESSEL REFLOATED.

BROUGHT TO ANCHORAGE WITHOUT BOTTOM DAMAGE.

## THE SCR EXPERIENCE - PART 1

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Co-ordinating onsite and ashore operations

Owners Interests

- Owners Agent
- Charterers Agent
- Cargo Owners Agent
- P & I Correspondent
- H & M Representative
- Cargo Representative
- Salvage Contractor/Sub
- Contractor/Pollution Contractor

## THE SCR EXPERIENCE - PART 2

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State and Local Authorities -

Local Interest Groups

Health Authority

Environmental Agency

Immigration

Custom

Port Authority

Coast Guard

District Administration

D.G. Shipping

## THE SCR EXPERIENCE - PART 3

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Owner

P & I

P & I

H & M

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H & M

Cargo U/W

Cargo Lawyers

# SUMMARY

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## **YOU CAN BE AN SCR TOO**

QUALIFICATIONS - PATIENCE

- MERIT

- INDUSTRY

- PUBLIC RELATIONS

- INDEPENDENT

*Thank you*