

# Marine Safety Flash

## A15-11 (15<sup>th</sup> June)



### Marine Asset Damage

#### Incident Overview

An Anchor Handling Tug (AHT) was completing cargo operations whilst in Dynamic Positioning (DP) mode. The operator then changed from DP to Joy Stick Auto Heading (JSAH) mode to commence departure. Upon engaging the JSAH the AHT experienced an unexpected and uncontrolled astern movement resulting in the AHT's port quarter and stern roller making contact with the port quarter of an Accommodation Barge. This contact resulted in damage to the Accommodation Barge's port aft quarter including a hull breach at deck level.



View of the damage sustained to Accommodation Barge due to contact with stern roller of AHT showing hull breach at deck level.

#### Key Findings

- Master of the AHTS resumed manual helm control to manoeuvre the Vessel to a safe location and access the situation.
- AHTS Master communicated incident to Barge Master of Accommodation Barge and asked to inspect and assess damage.
- Both Masters confirmed nil loss of water tight integrity that would put either vessel at risk
- Stakeholders initiated investigation.

#### Recommendations

- Have audit and assurance processes been conducted and have they verified Vessel is classed and authorised for DP operations?
- Are Operators trained with current certification to operate in dynamic positioning mode?
- Are hazards associated with DP operations identified and effectively mitigated to ALARP?