

# Marine Safety Flash

## A16-01 (11<sup>th</sup> January 2016)



### Near miss collision with moored barge

#### Incident Overview

During anchoring up of a Mobile Offshore Drilling Unit (MODU) rig in confined waters within port limits, a near miss occurred between an unlit moored barge and a vessel. Whilst running out an Anchor at a speed of 1 knot, approximately 465 m out from the MODU, a barge was sighted lying back on its mooring just meters ahead of the AHTS's port bow by a crew member. This was reported to the bridge and was confirmed by the Assistant Officer on Watch (AOOW) who immediately alerted the Officer on Watch (OOW) who was on the aft controls station manoeuvring the ship. The OOW brought the vessel to an immediate stop dropping the rig anchor to the seabed. The Barge was just outside the rigs restricted anchoring zone however was on the run line that the AHTS was required to travel down in order to place the anchor at the extremity of the rig anchoring zone. There was no contact between the AHTS and the Barge and was treated as a near miss event.



Fig 1

AHTS bow picture with unlit barge ahead

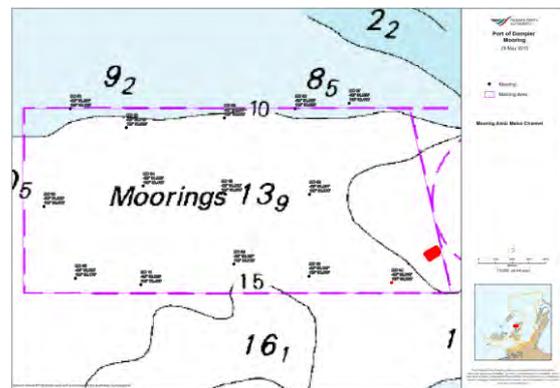


Fig 2

Channel Mooring Area Mooring

position signified by red dot, red square signifies barges approximate position.

#### Key Findings

- Radar was not monitored in the aft driving position; the focus was on the task between the MODU and vessel and not the forward path of the vessel.
- Essentially task focused on the anchor handling and not on navigation.
- Radar not viewed at the forward bridge position
- No dedicated look-out posted

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- Permanent moorings or vessels on such mooring not identified in the Rig shift procedure or the rig heading change MOC (Management of change).
- The potential for unlit vessel, floating or partially submerged navigational hazards was not fully risk assessed or understood in respect to confined waters anchor handling and location of moorings / barges in proximity to mooring spread.
- There was no requirement by the Port Authority to have lit vessels when on moorings.

### Recommendations

- The presence of moorings with vessels moored, just outside the perimeter of the rig anchorage that represents a risk to the rig move and anchor deployment and recovery to be identified in the rig move procedure and subsequent MOC documents.
- Ensure port rules are understood and any risks elements in the rules may pose to an operation are identified in the risk assessment and task planning.
- Re-enforce with all OOW's International Collision Regulations Part B - Steering and Sailing Rules Rule 5. "Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."
- When anchor handling in confined or congested waters, consideration for a dedicated lookout and monitoring of RADAR prior to movement.