



## Chittagong: Outer Anchorage STS operations

There has been a considerable increase in the number of ships calling at the port of Chittagong in Bangladesh. As most of the bulk carriers discharge into lightering barges by STS, congestion is increasing at the Chittagong Outer Anchorage.



Last year, the average number of ships lying at anchor at any time was between 60 and 90. The increase in the number of ships in the anchorage open to SW Monsoon, where strong prevailing currents (between four and six knots) and poor holding ground have contributed to many accidents.

In the last year, the Club has experienced a rise in incidents in the anchorage, but at the same time, historically no P&I year in recent memory is free of incident in this location. With this in mind,

it becomes paramount that mariners remain vigilant while operating in what could reasonably be considered an international 'hotspot' for anchor dragging incidents. Consequences of such incidents range from minor contact damage with other ships, to groundings with the associated pollution risks.

The Club therefore considers that a reminder of the Chittagong Port Authority guidelines for masters anchoring at Chittagong Outer Anchorage is appropriate.

The following is an extract from those guidelines which along with local sailing directions and other salient port information should be considered during the passage planning stage:



**Capt. MAK (Mohiuddin Abdul Kadir)**  
MSc (Wales) LL.B LL.M (Soton)  
FNI FCILT Master Mariner

See next page for Extract from the Chittagong Port Authority Guidelines

### IN THIS ISSUE

#### REDUCING THE RISK OF LIQUEFACTION



REDUCING THE RISK OF LIQUEFACTION

#### POSITION FIXING INTERVALS



#### CLUB INSPECTOR



# Reducing the risk of liquefaction and propulsion loss

The Club is delighted to announce the release of two publications, one providing operational guidance for the carriage of cargoes which may liquefy, and the other on preventing blackouts and main engine failures. Both publications have been produced in conjunction with leading Classification Society, Bureau Veritas, and TMC Marine Consultants.

Commenting on the *Reducing the Risk of Liquefaction* booklet published earlier this year, Carl Durow, Loss Prevention Manager at The London P&I Club, says: "As bulk carriers represent a significant proportion of the tonnage entered in the Club, we are particularly interested in the production of advice which assists the better understanding of how liquefaction occurs and its effect on the stability of a ship. Key decision-makers are generally to be found onboard ship in these cases, and the advice contained in this booklet is aimed primarily at seafarers."

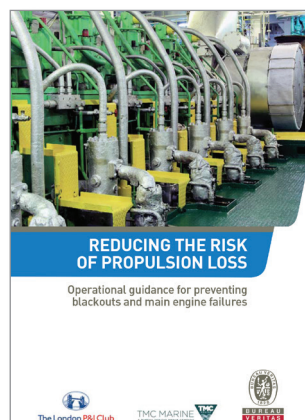
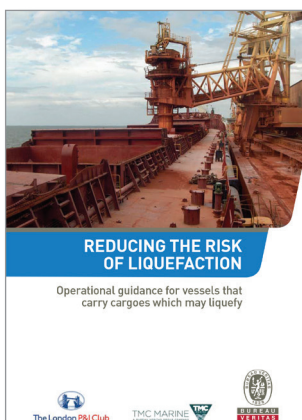
The second publication, *Reducing the Risk of Propulsion Loss*, considers blackouts and propulsion loss and coincided with London International Shipping Week in September.

Carl comments: "The Club has seen an increase in the number of machinery failure-related cases in recent years. This publication is aimed at raising awareness of the necessary good practices and post-incident investigation activities, which can result in a much-reduced risk of significant claims. In most cases, it is the timing and location of the incident which dictates the severity of the claim."

The Club looks forward to the opportunity to co-operate on similar practical loss prevention publications in the future.

Both publications are available on the Club's website – click [here](#) for *Reducing the Risk of Liquefaction* and [here](#) for *Reducing the Risk of Propulsion Loss*.

They are also available in A5 hardcopy free of charge to all Members. Please email us at [publications@londonpandi.com](mailto:publications@londonpandi.com) detailing your requirements.



The Club, Bureau Veritas and TMC Marine Consultants have jointly produced these safety management-focused publications

Bangladesh correspondent provides guidance

## Extract from the Chittagong Port Authority Guidelines for Master's anchoring at Chittagong Outer Anchorage:

1. Anchor at a safe distance from other vessels in the anchorage.
2. If the under keel clearance is less than 2m, there is a possibility that the ship will drag anchor. This is more prominent during spring tides and monsoons. The tide can be strong as six to seven knots. The ship's draft should ideally be reduced to less than 10.5 m at Kutubdia before she arrives at the Chittagong Outer Anchorage, if safe conditions are to be maintained throughout. UKC will be minimum and risk of dragging greatest while the tide changes from low water to high water until the ship is sufficiently lightened.
3. In the case of ships with lightering vessels alongside, the chance of dragging anchor is even greater. As a precaution, use more chain (at least nine shackles in the water), keep main engine on standby throughout and keep the number of lightering vessels alongside to a minimum.
4. When manoeuvring for dropping anchor or for picking up a pilot, never attempt to cross another ship's bow at close range. Please remember the current is very strong. You may ride on another ship's cable.
5. Deep draft ships lightering at Alpha Anchorage should shift to Bravo or Charlie once they attain the required draft to make sufficient sea room for safe anchoring of newly-arrived deep draft ships.
6. Masters are required to anchor clear of the prohibited anchorage.
7. Masters must not anchor near the river entrance.
8. Masters must manoeuvre with great care while embarking and disembarking a pilot.
9. Ensure that the lightering vessels provided for the STS operation have adequate fenders and Moorings, which should be attended regularly. Lightering vessels should be cast off immediately if the weather deteriorates.



## Position fixing intervals

Inspectors continue to note a lack of guidance in passage plans for the frequency of position fixing necessary on each voyage leg. This situation often accompanies an observation of excessive intervals in closer proximity of land on the inbound voyage charts.

Naturally, every passage is different but it is recommended that the passage planning stage considers the appropriate fixing intervals and provides guidance to the officer of the watch.

The Club has experienced cases where an excessive position fixing interval has contributed to the officer of the watch not detecting an error in navigation or the ship being set significantly by a current. Both cases resulted in high severity claims.

A laden bulk carrier grounded on a shoal, in circumstances where a previous inaccurately plotted dead reckoning plot in advance of a wheel over position, was not detected in time to prevent a grounding due to a missed alteration of course.

In this case, there were several contributing factors, but if a more appropriate position fixing interval had been employed, it is likely that the discrepancy between the erroneous dead reckoning plot and subsequently plotted position would have been observed in time to correct the situation and execute the course alteration safely.

In another case, a ship proceeding in a ballasted condition between two small islands was unexpectedly affected by a strong current on the beam, and grounded 0.5 miles to port of track before the next fix was plotted. This ship was also not employing parallel indexing, so denying the officer of the watch of two means of detecting the ship's heavy set to port.



# Club Inspector

Kersi Aga



## Ericson & Richards

Ericson & Richards, founded in 1878, is one of the leading ship and marine survey companies in India. The company carries out a range of surveys for the London P&I Club, including ship inspections for loss prevention, ultrasonic testing of hatch covers, pre-loading surveys for cargo such as iron ore and steel products, and investigative surveys across the Indian subcontinent.

The organisation is now headed by the third generation of the Aga family headquartered in Mumbai, India. Kersi Aga, a chief engineer is joined by his two brothers Xerxes and Cyrus, both Master Mariners. Along with a team of dedicated, experienced and qualified surveyors, they continue to take the company forward, combining modern technology with age-old traditions.

With offices across the country, Master Mariners lead a group of trained and experienced surveyors who specialise in all types of marine surveys. We are able to undertake any survey at short notice which is a prime requirement for any P&I Club, H&M Underwriter or local Correspondent, all of whom we work with closely on a daily basis.

We pride ourselves on the quality of our reports based on clarity, substance and

conclusions drawn from unbiased observations and findings. This has earned us a reputation in India and abroad for professionalism and expertise in line with the highest traditions of independent surveying.

Working in India presents its own challenges, whether it is the monsoon weather for four months of the year, or the diversity and peculiarity in the way each port functions, especially as some are Government-operated ports whereas others are privately-run ports/terminals by large corporate houses.

We strive to continually upgrade our knowledge base, and this has led to expertise in various types of surveys and Flag State inspections amongst our surveyors.

## ACCIDENT INVESTIGATION WORLD ROUND-UP

In this regular column, we round up some of the eye-catching accident investigation reports from around the globe:

### **Spirit of Tasmania II ATSB – Australia**

A band of severe thunderstorms passed across the location of *Spirit of Tasmania II*, with little warning. As the ship's bridge was unattended throughout the port stay, none of its crew saw indicators of the approaching storm until just before the ro/ro broke away from the berth and lost almost all moorings. The ship's crew responded swiftly. The bridge was manned and machinery was operational by the time the ship had turned 90 degrees to the wharf.

The ATSB's safety message: "All ships, especially those with high windage, are prone to breaking away from moorings during short-term events such as thunderstorms and squalls. The risks this presents to ships with large numbers of people on board mean that weather monitoring, mooring systems and procedures need to be regularly checked and verified for changing weather conditions."

[Click here to view report](#)

### **Sinokor Incheon MLIT – Japan**

A containership collided with a fishing boat en-route to Mishima-Kawanoe Port, Shikokuchuo City. Among the factors considered was the quality of fishing-boat.

[Click here to view report](#)

### **LNGC Zarga MAIB – United Kingdom**

A deck officer suffered severe head injuries when he was struck by a parted HMPE mooring rope during a berthing operation at South Hook LNG terminal, Milford Haven.

The area where the officer was standing was clearly within the snap back zone of the rope but had previously been designated as a safe area. The ship's mooring lines were not fit for purpose, they did not have the minimum breaking strength specified at build. They were not compatible with the ship's mooring deck fittings, and the required working load limit was too high.

Among various safety issues recorded in the report, it was noted that thorough snap back zone assessments had not been carried out for Zarga's mooring lines; and that the officer in charge of the forward mooring party got directly involved in a specific task and lost his overall view of the mooring operation.

[Click here to view report](#)



The London P&I Club



Published on behalf of The London Steam Ship Owners' Mutual Insurance Association by  
A. Billbrough & Co. Ltd.,  
50 Leman Street, London E1 8HQ, UK.  
Tel: +44 (0) 20 7772 8000  
Fax: +44 (0) 20 7772 8200  
E-mail: stoploss@londonpandi.com  
www.londonpandi.com

