



TMS TANKERS LTD

International Forum on STS
04th June 2019

TMS Tankers Sharing of Incidents

“Lifeboat damage during STS
Mooring operation”

Vessels Involved

Reverse lightering

➤ MT Morning Glory

IMO number	9110183
Vessel Name	MORNING GLORY
Ship type	Oil Products Tanker
Flag	Liberia
Homeport	🔒
Gross Tonnage	57145
Summer Deadweight (t)	98743
Length Overall (m)	245
Beam (m)	41
Draught (m)	🔒
Year of Built	1996
Builder	🔒
Place of Built	🔒
Yard	🔒
TEU	-
Crude	🔒
Grain	-
Bale	-
Registered Owner	🔒
Manager	🔒



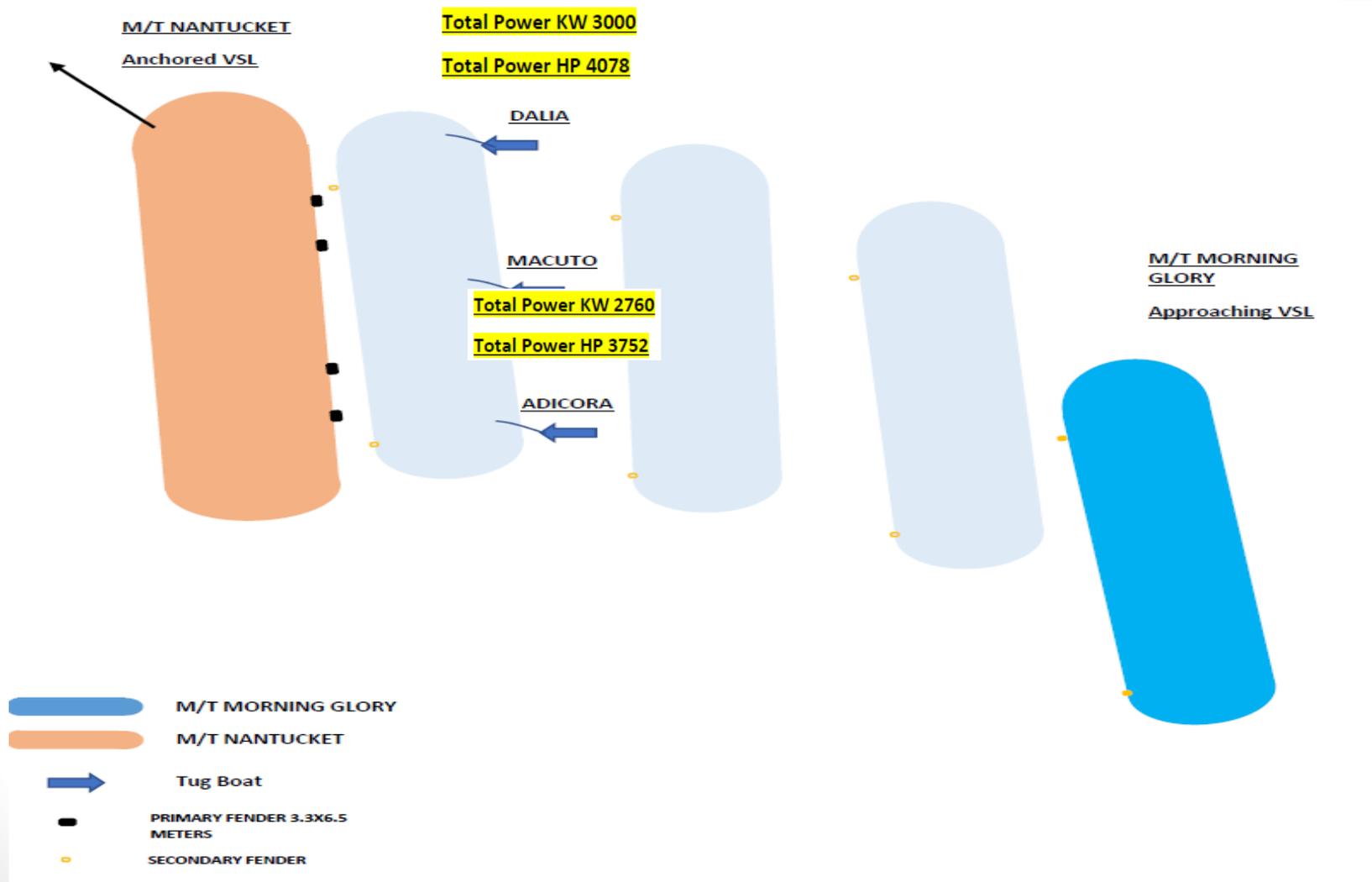
Vessel

- IMO: 9110183
- Name: MORNING GLORY
- MMSI: 477110183
- Vessel type: Oil Products Tanker
- Gross Tonnage: 57145
- Summer Deadweight: 98743
- Build: 1996
- Flag: Liberia
- Homeport: [Redacted]

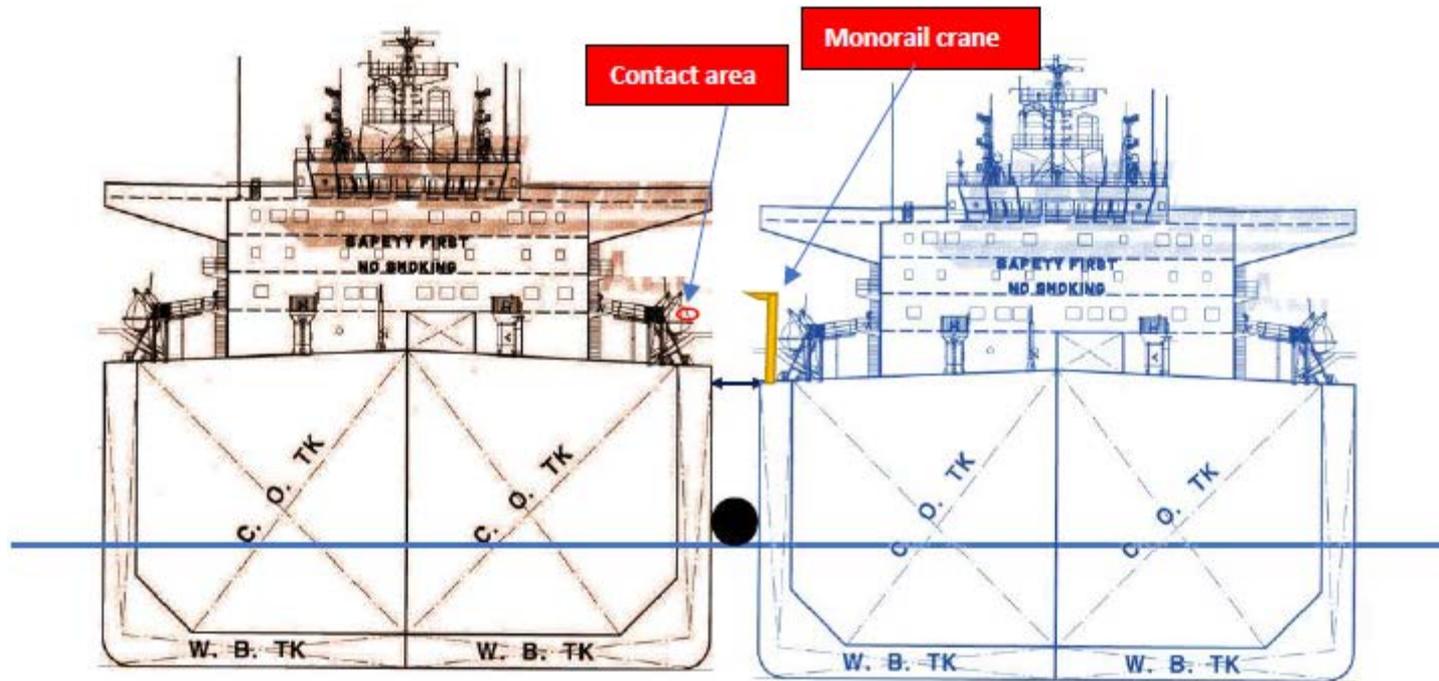
Sequence of Events before the incident

- ❖ M/T Nantucket (IMO: 9600865, 156902 DWT – Suezmax) has received orders to load cargo via STS operation at Amuay Bay – Offshore Venezuela from MT Morning Glory.
- ❖ MT Nantucket was at anchor.
- ❖ MT Morning Glory approached her on her Stbd side with the assistance of three tugs.
- ❖ The screening report of the STS operation has been completed.
- ❖ The STS assessment form completed by the Master of M/T NANTUCKET
- ❖ Three tugs (fwd, mid, aft)
- ❖ POAC and Pilot on Board MT Morning Glory

Sketch of the incident



Mid ship View



m/t NANTUCKET

m/t MORNING GLORY

The contact area



What went Wrong?



❖ According to the Master

The fwd bow tug was unable to provide adequate power once the fwd bow of M/T Morning Glory started to open, making larger angle and the 2 fwd lines were slacking. The sequence of the events led to small energy collision between a monorail crane of M/T Morning Glory and the Stbd lifeboat.

❖ According to the POAC and P&I Representative

The incident occurred due to the prevailing and sudden rough weather conditions and the situation was beyond the control of both vessels.

Barriers failed

R.A was mentioning that berthing will be daytime

No concerns raised about monorail crane

Generic STS mooring plan was utilized. The mooring plan was not corresponding to actual vessels' drawings and fittings.

The aft baby fender wasn't on proper position due to unavailability of panama chock between the aft mooring spring and the bridge of Morning Glory.

According to STS checklist 1, Q.17. **“Are both sides of the ship clear of any overhanging projections, including bridge wings?”** the ship operator's confirmation was affirmative.

The Safety Meeting between both vessel Master and POAC had not taken place before STS operation.

17. Are both sides of the ship clear of any overhanging projections, including bridge wings
Passenger accommodation available on

YES

YES

"He who fails to plan is
planning to fail"

- Sir Winston Churchill

Initial Incident Actions

➤ Initial

- Tugs assistance to safely complete mooring
- Company was notified
- Charterers informed
- Class/ Flag/ P&I Notified
- Agents were notified

Post Incident Actions

➤ Post Incident

- Temporary Management of change along with R.A initiated
- Class attendance/ Short Term Safety Equipment Certificate issuance
- Damaged Life Boat secured and placed out of service.
- Abandon drill with scenario to include the damaged stbd lifeboat and use of transferable life rafts (2x16) from port side to stbd.
- Update Muster List with all crew duties on Port Lifeboat.
- Posted notice on muster lists about the Temporary out of Service stbd lifeboat.

Root Causes

- Uncontrolled movement of the vessels due to uneven bow tug power;
- Lack of proper assessment of weather conditions.
- According to OSIS database the appointed **POAC has not undergone an STS handling course.**
- Insufficient communications between the POAC / Pilot and the tug masters.
- Inadequate assessment from the Master of the maneuvering vessel towards POAC's/Pilot's advices.
- Ineffective supervision by both Masters

Actions to avoid re-occurrence

- Incident circulation to share the lessons learnt of this incident with the fleet.
- Incident included at officers' familiarization agenda in order to discuss with the officers prior their embarkation and share lessons learnt.
- Review and revise as necessary STS R.A. with one vessel at anchor.
 - ***Hazard of overhanging projections highlighted with a reminder to the existing control of STS Checklist.***
 - ***Specific emphasis given to toolbox talk meeting***
 - ***Positioning of baby fenders***
- Mooring plan checked with the fleet to correspond to the actual drawing and not generic.
- NCR raised by OTS
 - "OTS-I sent a letter to Harbormaster Amuay/Cardon to use the 4th tug center lead aft non maneuvering ship to prevent yawing

Thank You