

British Tug Association Safety Seminar – A Legal Perspective

Presented by Simon Tatham



- Trijne, 1998
- Flying Phantom, December 2007
- Ijsselstroom, June 2009
- Asterix, March 2015
- Dominique, September 2015



Incident Milford Haven

- Workboat, acting as stern tug to a tanker – tug bow to stern
- Running ahead on tanker's stb'd quarter
- Tug attempted a “peel-off” turn across to port quarter
- Girted, capsized with loss of a deckhand

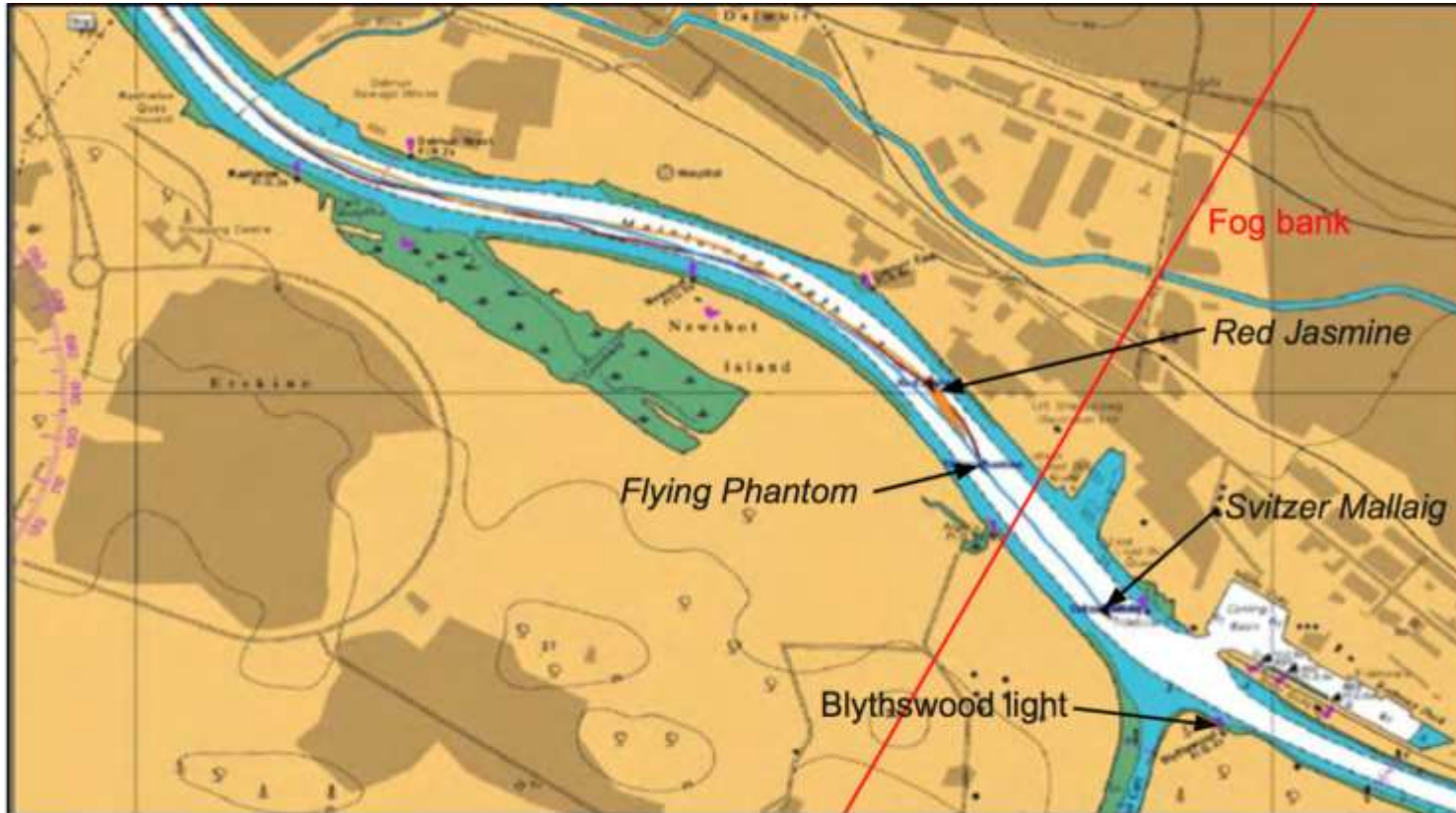
Criticism of tug

- No gog rope fitted
- Emergency towing hook release not connected
- Coxswain's lack of training



Flying Phantom - 2007





Vessel tracks and estimation of fog bank





17:59.02 - Pilot instructs *Flying Phantom* to ease off



Figure 8

17:59.20 - *Flying Phantom* informs pilot they are aground



Incident Clyde, in fog

- Acting as a bow tug to assist bulk carrier *Red Jasmine*
- Three of four crew were killed

Criticism of tug

- Emergency release system was too slow
- No operational procedures for tug operation in fog



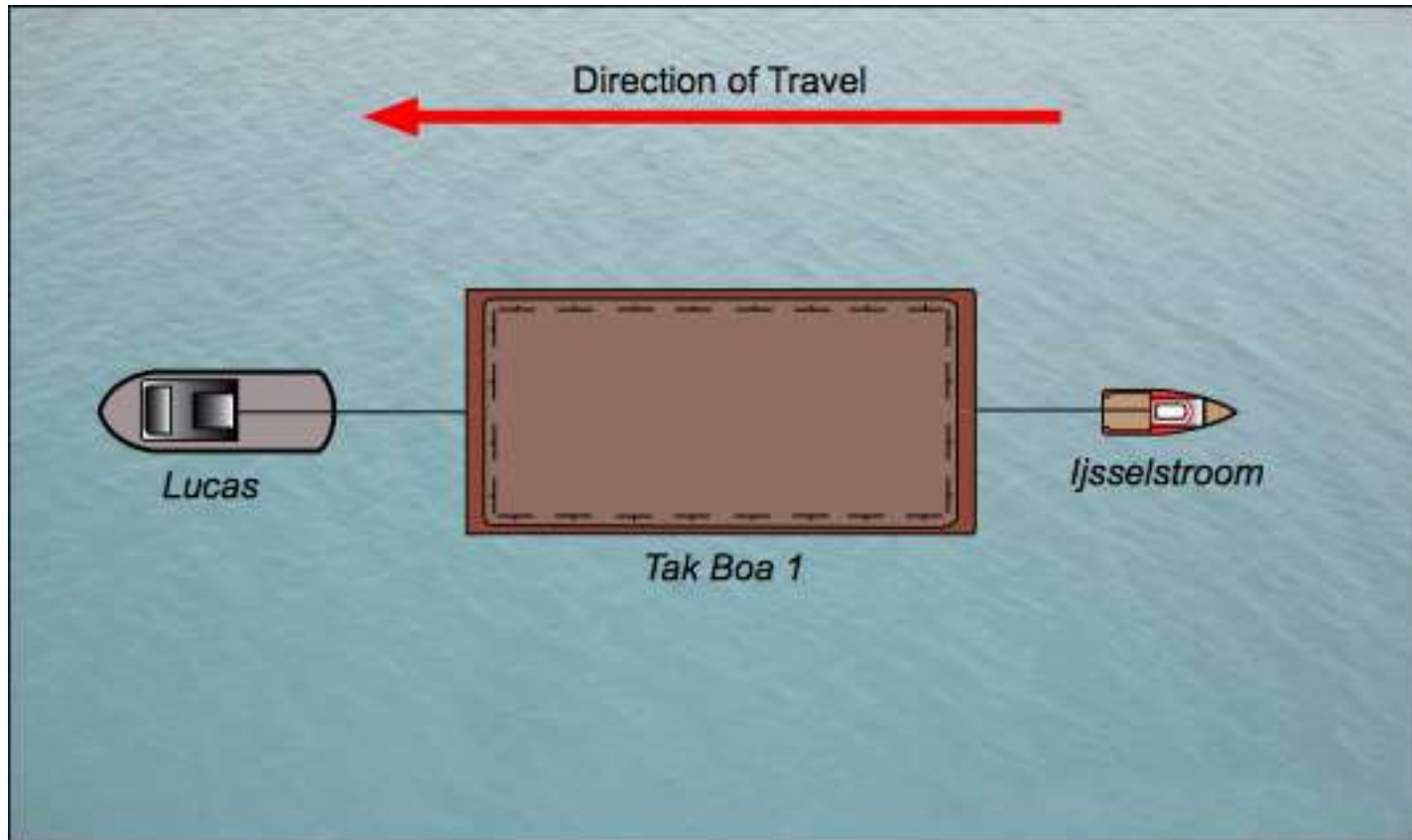
Incident Peterhead

- Acting as a stern tug to a barge
- Lead tug's speed increased
- Tug master was unable to control tug's yawing motion

Criticism of tug

- Connecting without a gog rope
- Failure to understand or operate towline's emergency release





Incident Fawley

- Mooring launch
- Capsized whilst assisting a departing tanker in windy conditions

Criticism of tug

- Adjustable gog rope was not at optimal length
- Emergency towing hook release was unsuccessful
- Lack of training and drills



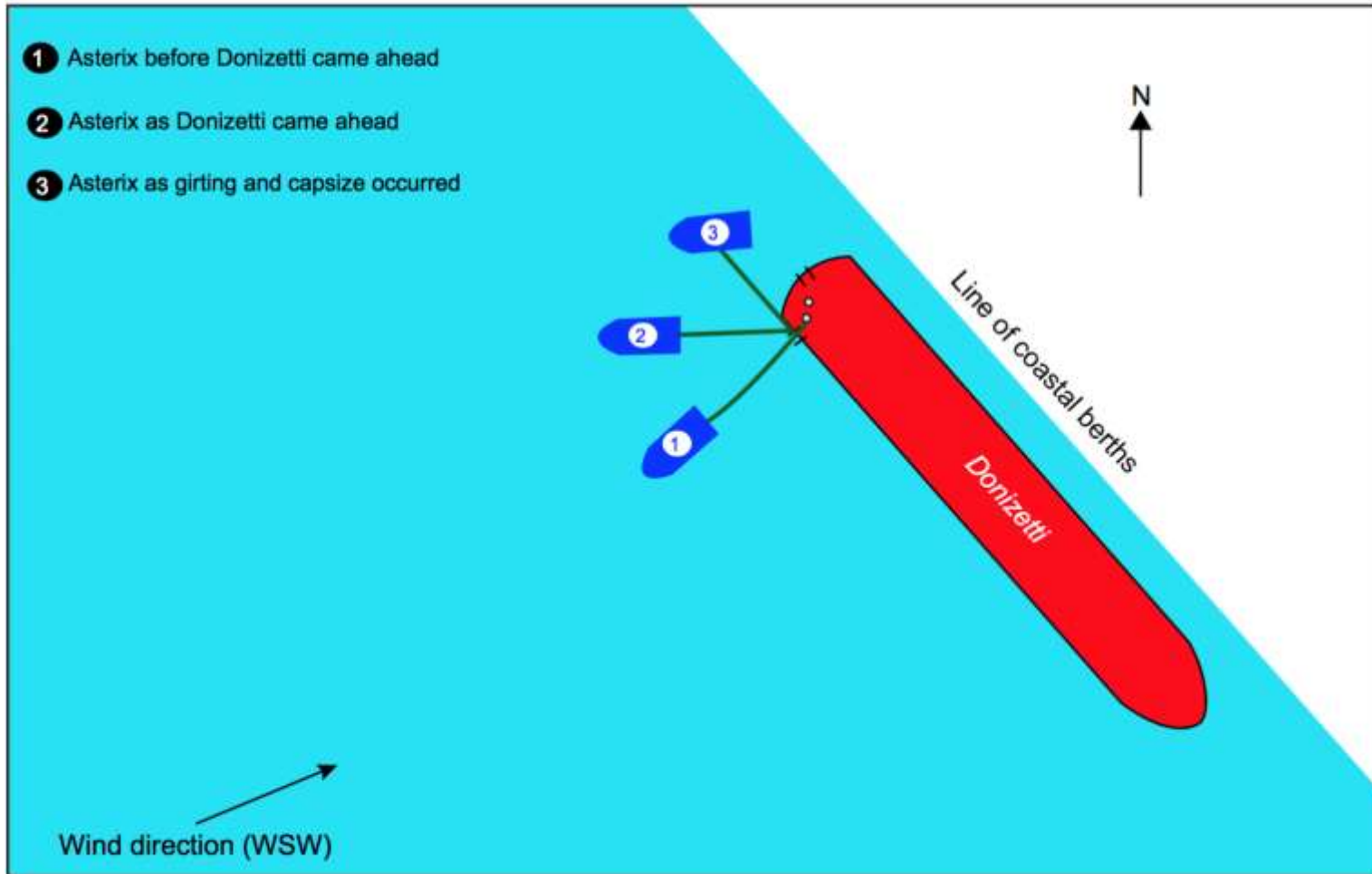


Figure 2: Indicative relative movement of Asterix





Incident Madagascar

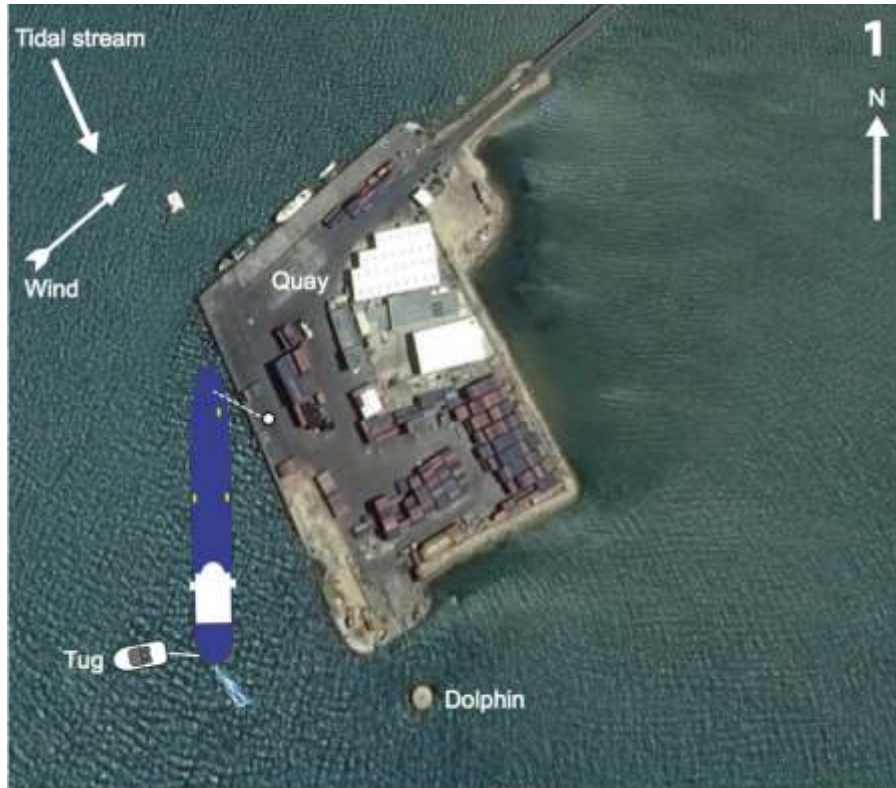
- Tide took the departing vessel down onto a mooring dolphin
- Vessel then manoeuvred ahead to avoid contact
- Tug was unable to counter movements of vessel, and girted

Criticism of tug

- Not being fitted with a gog rope
- No emergency quick release, and doors/hatches open
- Crew inexperienced









Trijne

- Pilot could not see the tug
- Pilot wrongly assumed tug was running stern to stern
- Pilot unaware that coxswain was a novice



Flying Phantom

- Port failed to implement operational limits and procedures for fog
- Likewise no effective system for assessing risk of fog
- Lessons not learned from previous incident



Ijsselstroom

- Pilot on lead tug could not see & was unaware how the stern tug was to be set up – stern to stern
- No knowledge of tug's operational limitations
- A pilot risk assessment complying with port procedures should have established that tug not fit for task
- No pre-port entry discussion
- On this occasion lead tug's speed too high for tug to cope



Asterix

- No-one was monitoring the mooring launch
- Coxswain not advised that tanker was about to come ahead
- Call to stop engines received no response
- Pilot relied upon coxwains to act autonomously
- Pilot relied upon coxwains to advise of doubt or difficulty
- Master, pilot & coxswain did not share a common, detailed understanding of the plan



Dominique

- Vessel overly focused on preventing contact
- Failure to communicate intentions to tug
- Inadequate pilot/master exchange on bridge



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