

CRISIS MANAGEMENT – Pilotage in Challenging Circumstances

Considerations and challenges when Risk Assessing an unusual Situation

October 2023



Captain Adrian Scales

CMMar, FNI, HCMM, Member of the Lloyds SCR Panel

Director of Nautical - Brookes Bell

Liverpool

+44 7725 453194

+44 151 236 0083

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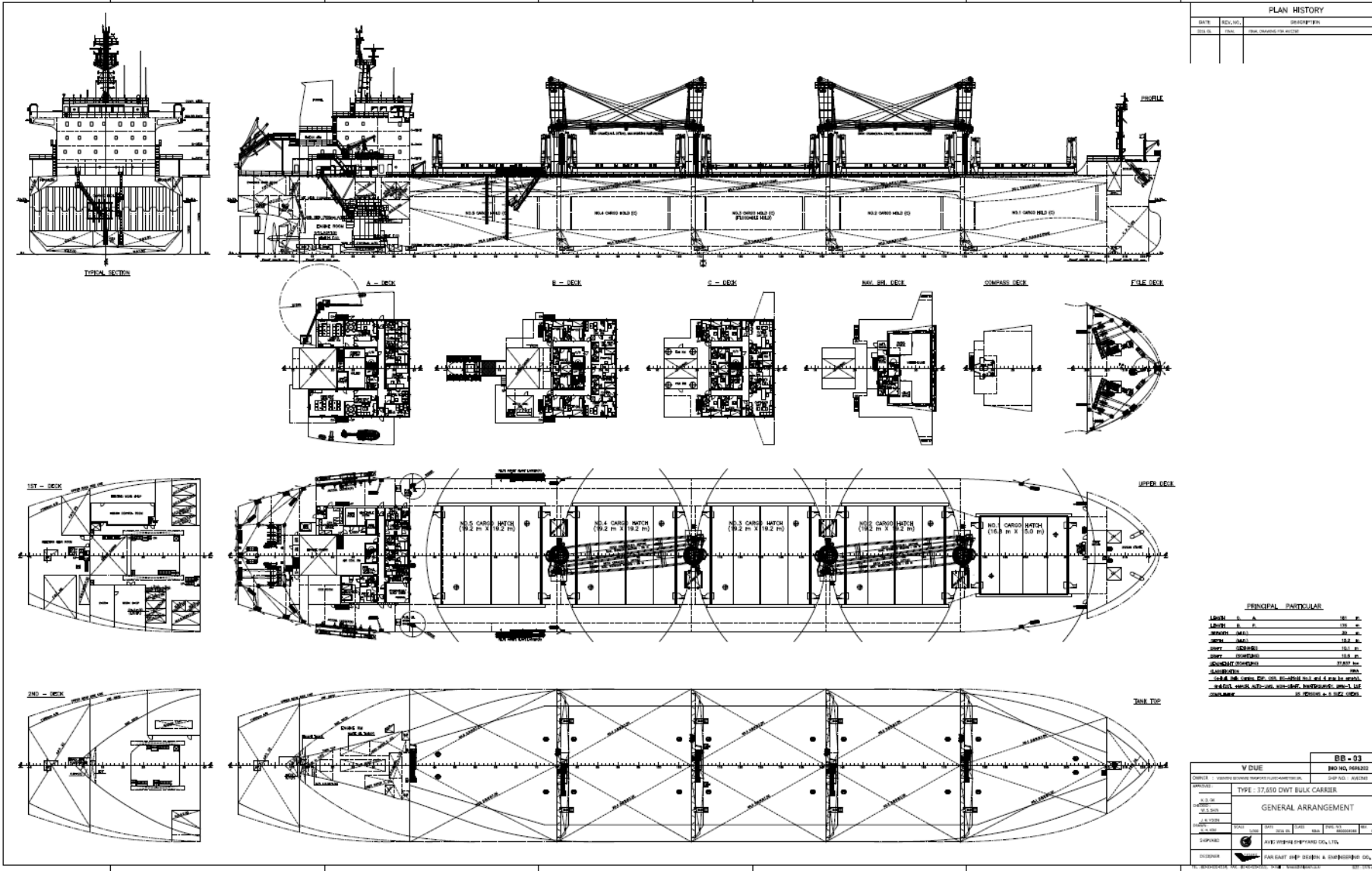
Case Study Two: FREMANTLE HIGHWAY - 2023

Case Study One:

V DUE - Liverpool, UK – 2016

Bro
Bell

V DUE – Liverpool – November/December 2016



PRINCIPAL PARTICULARS:

Five Hold Handy Max Geared Bulk Carrier

Gross Tonnage (GT): 23,689
 Net Tonnage (NT): 12,725
 Length Overall: 181.00 m
 Length BP: 175.00 m
 Breadth (MLD): 30 m
 Depth (MLD): 15.2 m
 Draught (Designed): 10.1 m
 Deadweight: 37,837 ton
 Classification: RINA

COMPLIMENT: 25 Persons

Prime Mover: Single Speed Fixed Pitch
 Bow Thruster: NO

V DUE – Liverpool – November/December 2016

BACKGROUND

November 2015 - Partial Discharge in Liverpool, then directed to return to Anchor off Point Lynas (Anglesey) pending further berthing instructions
(unclear if Pilots were made aware of reason for shift to anchorage)

29 November 2015 – Vessel reports smoke emitting from hold no.5

29 November 2015 - Owners engaged Technical Consultants (SCR & Fire Expert)

30 November 2015 – Confirmed combustion event in hold no.5

1 December 2015 – Carbon Dioxide (CO) leak detected in Engine Room – 9,000ppm recorded on the bottom plates, 300ppm at control room level

1 December 2015 - Owners engaged Salvage Team (Salvage Master, two fire fighters and Mariner Chemist) engaged on Commercial Contract to Assist Crew



V DUE – Liverpool – December 2016



2016.12.03

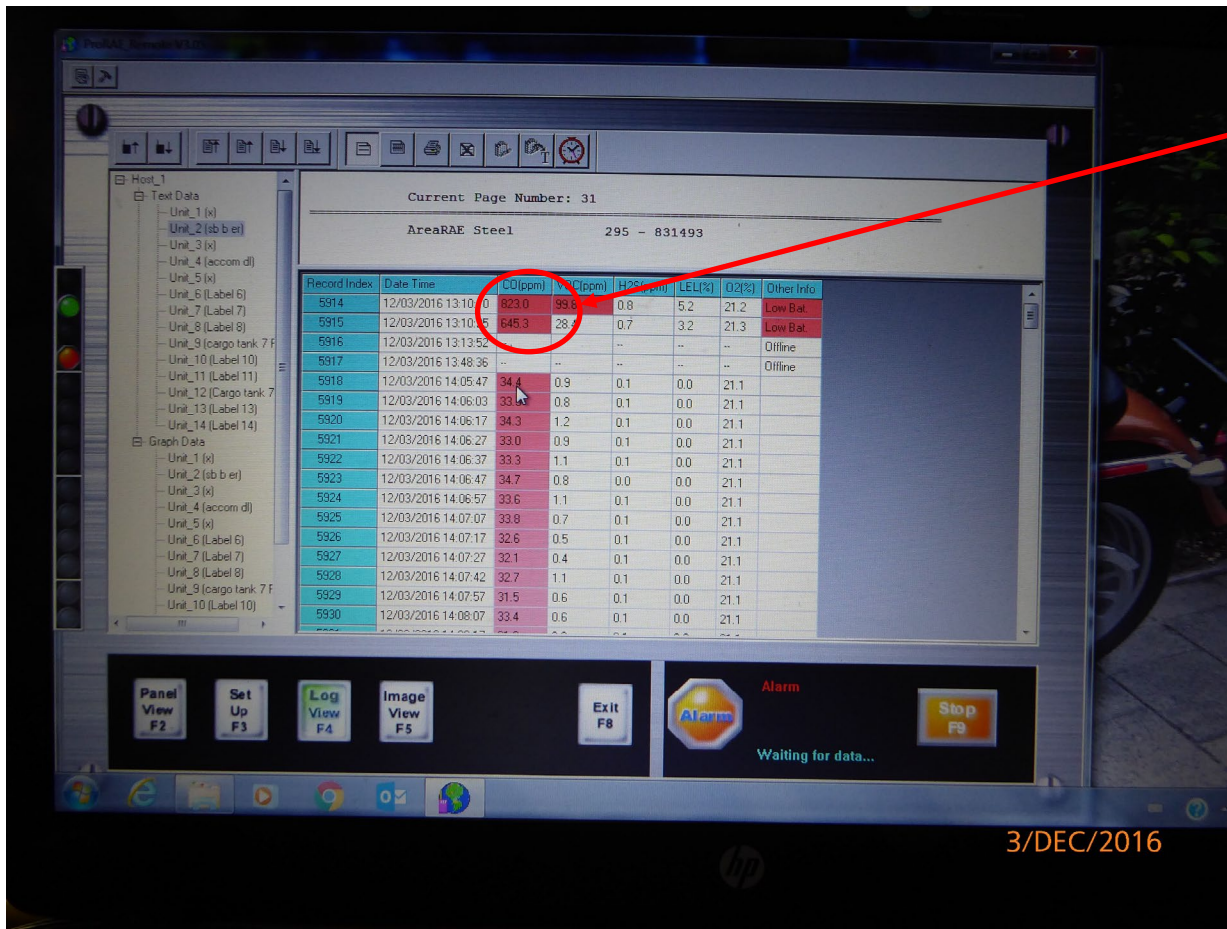
Salvors onboard Gas Reading on Deck

CO 114PPM adjacent to Hatch Cover

Smoke escaping through seals from overpressure in hold



V DUE – Liverpool – 3 December 2016



Engine Room CO - 823ppm & 645ppm



2016.12.03

Salvors (VdP) install Gas Measuring AreaRae equipment onboard
CO MAX of 823PPM recorded in Engine Room Spaces

Entry into Engine Room under SCBA with Salvor Assisting Only

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V DUE – PILOTAGE REQUIREMENTS



PLANNING CONSIDERATIONS

Port of Liverpool has been directed to accept the Vessel by the UK SOSREP.

Salvors generate a passage plan for the Passage to the berth.

Agent makes the call to book the pilot (s)...

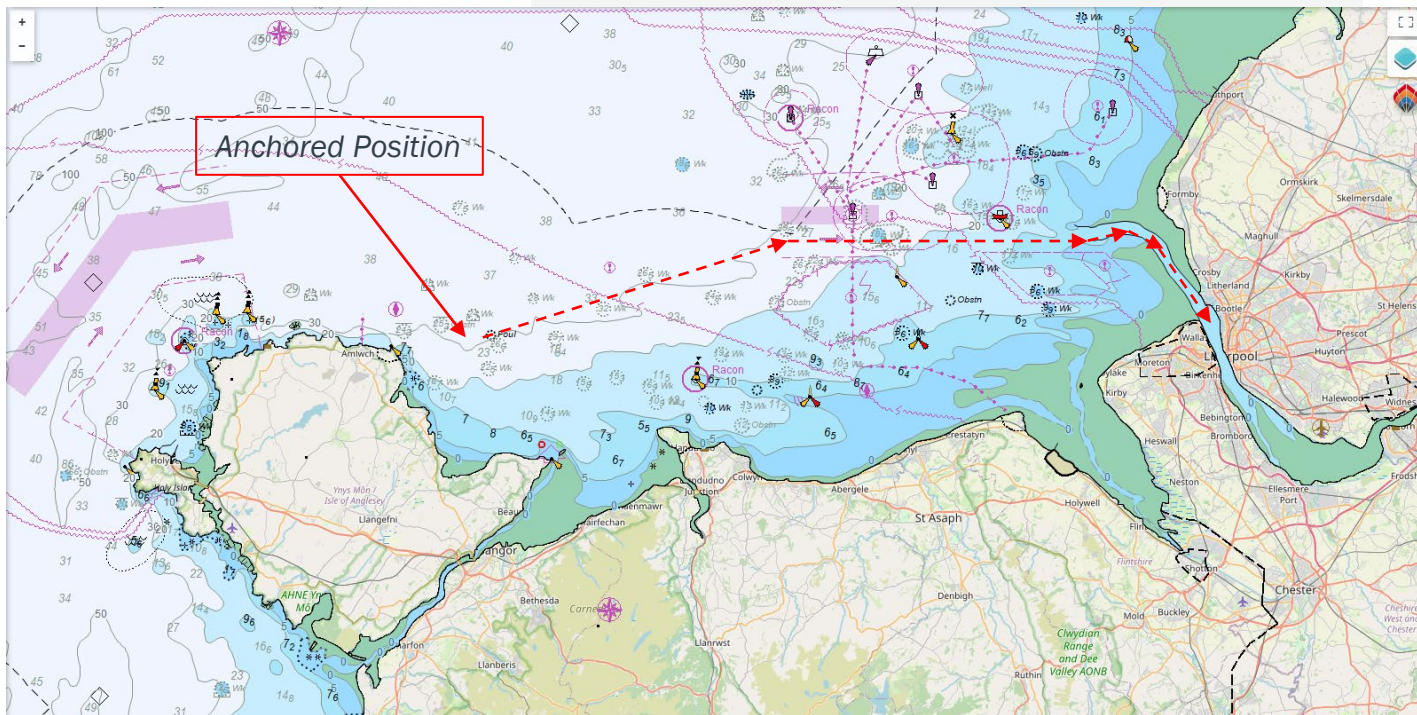
INITIAL CONSIDERATIONS FOR PILOTAGE

How Many Pilots?

Where do you Board? (Liverpool Bar or Port Lynas)

What do you require to know before boarding the vessel

What external support do you require during the passag



Approved:	QAR	SEAKEET SHIPMANAGEMENT	Issue:	1/15.02.2015
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FM POINT LYNAS ANCHORAGE

7. SEA TO BERTH

Berth/Terminal Name:	20741 164307H dock, 5 10	Agent's VHF Channel:	N/A
ETA/Date/Time:		Pilot Station/Sea Position:	53°52'N 003°20.5'W
Port Control VHF Channel:	17	Pilot Station VHF Channel:	16 / 19, 16, 03
Berth/Terminal VHF Channel:	N/A	EMERGENCY ANCHORAGE	ABORT POSITION
Tug Boat VHF Channel:	03 / 10	Lat: 53°52'N	Long: 003°16'W

TIDE INFORMATION

DATE/TIME	HEIGHT	NOTE	DATE/TIME	HEIGHT	NOTE

WAY POINTS (SEA TO BERTH) POSITION FIXING DURING PILOTAGE: MAXIMUM 5 MINUTES

W/P No.	Date passed	Time passed	Course	Navigation Mark OR Lat/Long	Position Fixing Methods	Fixing Frequency	Steering Gear to be doubled up	LUK	Distance to next W/P
1				53°22.500'N 003°03.000'W	20741/025	5 min	7.85		15.2 NM
2				53°20.773'N 003°18.144'W	20742/025	5 min	-11-		13.3 NM
3				53°20.909'N 003°06.064'W	20746/025	5 min	-11-		9.3 NM
4				53°21.807'N 003°20.672'W	-	3 min	-11-		2.5 NM
5				53°21.172'N 003°16.690'W	-	3 min	-11-		1.1 NM
6				53°21.174'N 003°14.613'W	-	3 min	-11-		0.7 NM
7				53°21.264'N 003°13.664'W	-	3 min	-11-		1.1 NM
8				53°21.464'N 003°11.643'W	-	3 min	-11-		0.8 NM
9				53°21.664'N 003°10.370'W	-	3 min	-11-		0.4 NM
10				53°21.757'N 003°09.603'W	-	3 min	-11-		0.4 NM
11				53°21.755'N 003°09.367'W	-	3 min	-11-		0.2 NM
12				53°21.701'N 003°08.610'W	-	2 min	-11-		0.2 NM
13				53°21.715'N 003°08.339'W	-	2 min	-11-		0.8 NM
14				53°21.301'N 003°07.183'W	-	2 min	-11-		0.7 NM
15				53°20.744'N 003°06.449'W	-	3 min	-11-		1.2 NM
16				53°21.652'N 003°04.417'W	-	2 min	-11-		0.6 NM
17				53°21.146'N 003°04.366'W	-	2 min	-11-		0.7 NM
18				53°21.608'N 003°04.352'W	-	3 min	-11-		0.7 NM
19				53°21.514'N 003°03.243'W	-	2 min	-11-		1.0 NM
20				53°21.457'N 003°02.537'W	-	2 min	-11-		0.6 NM
21				53°26.324'N 003°01.875'W	-	-	-		
									TTL = 45.6 NM

Prepared by Navig. Officer:	Acknowledgement by 3 rd Officer:	Chief Officer:	Approved by Master:
<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>	<i>[Signature]</i>

V DUE – PRE-PILOTAGE RISK ASSESSMENT - DISCUSSION

PILOTAGE RISK ASSESSMENT CONSIDERATIONS

1. ACCESS FOR BOARDING – WHERE IS PILOT LADDER??
2. TRANSIT FROM BOARDING LOCATION TO CONNING LOCATION??
3. GAS DETECTION EQUIPMENT – IS IT REQUIRED??
4. CREW DEVELOPED PASSAGE PLAN
5. EQUIPMENT OPERATIONAL STATUS?
6. BRIDGE ACCESS – IS IT ENCLOSED? CHECKS FOR BRIDGE WINGS?
7. IN THE EVENT OF A FIRE/GAS SPREAD:
 - A. EMERGENCY ESCAPE
 - B. PPE
 - C. PILOT BOAT LOCATION
 - D. PILOT LADDER LOCATION
 - E. NEAREST SAR HELICOPTER – MOBILISATION TIME
 - F. LOCATION OF TUGS DURING MANOEUVRES – SMOKE?
 - G. DISEMBARKATION
 - H. TRANSIT OF LOCKS (LINESMEN)



Case Study Two:

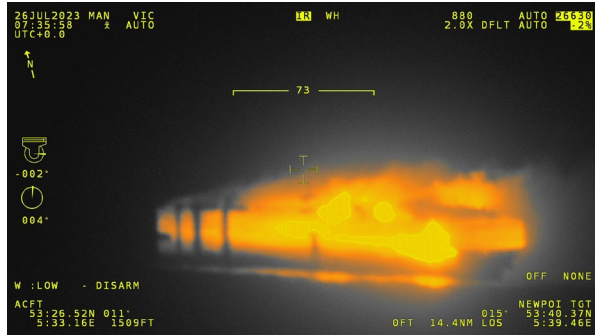
FREMANTLE HIGHWAY – Holland, 2023

FREMANTLE HIGHWAY– Eemshaven, Holland – July 2023

BACKGROUND

25 July 2023 – Fire identified within Car Deck of the vessel following departure from Bremerhaven.

26 July 2023 – Salvors appointed and attend on site.



FREMANTLE HIGHWAY– Eemshaven, Holland – 30 July 2023

BACKGROUND

30 July 2023 – Salvors continuing to bring situation under control.

30 July 2023 – Upper deck heavily displaced.

30 July 2023 – Bridge and accommodation consumed by fire.

30 July 2023 – Smoke still evident.



FREMANTLE HIGHWAY– Eemshaven, Holland – 1 August 2023

BACKGROUND

1 August 2023 – Salvors have vessel and fire under apparent control.

1 August 2023 – Ongoing discussions with Authorities regarding Port of Refuge

Various Options being Explored



FREMANTLE HIGHWAY– Eemshaven, Holland – 3 August 2023



BACKGROUND

2 August 2023 – Agreement for FREMANTLE HIGHWAY to berth in Eemshaven.

3 August 2023 – Two pilots landed onboard by Helicopter.



FREMANTLE HIGHWAY– Eemshaven, Holland – 3 August 2023



Key Personnel and Equipment Mobilised for Berthing:

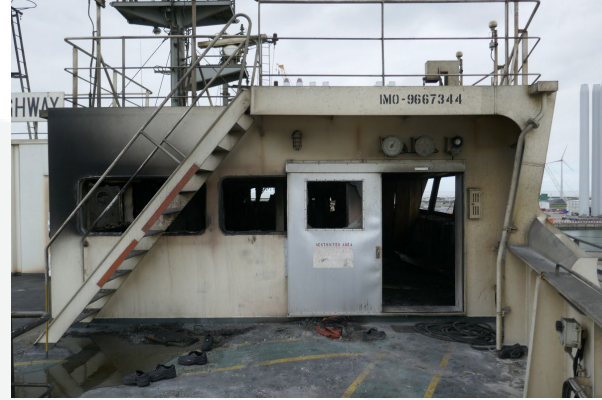
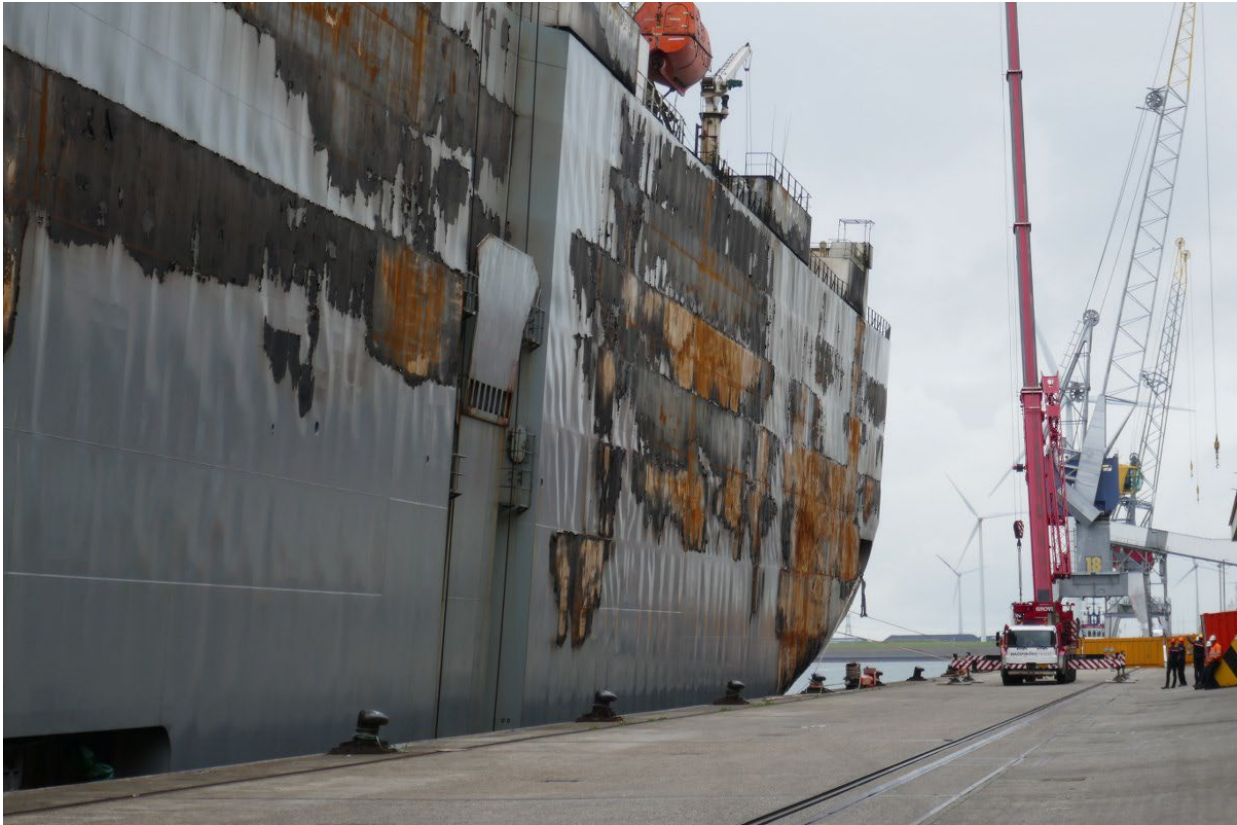
1. Three Pilots Required
2. Two Pilots onboard casualty
3. One pilot on Supporting Tug
4. Two Tugs connected (MULTRATUG 20 & FAIRPLAY 30)
5. One Salvage Support Vessels (MULTRASALVOR 4)
6. Two Salvage Support Tugs (GUARDIAN & BARNEY)
7. Two Harbour Tugs

BASIC CONSIDERATIONS:

1. Bridge and accommodation burnt out
2. Access to Bridge Deck would be through Toxic Cargo Decks or from External means
3. No facilities on board whatsoever
4. Dead Ship (no power, no lighting, no propulsion etc)
5. Five degree list to Starboard.
6. 220m



FREMANTLE HIGHWAY- Eemshaven, Holland – 3 August 2023



FREMANTLE HIGHWAY- Eemshaven, Holland – 3 August 2023

MarineTraffic

Live Map Explore Community Solutions Containers

Search MarineTraffic

Some information was not downloaded.

MULTRATUG 20
Fire Fighting Vessel

RO SUL NL VLI

ATD: 2023-09-30 12:45 ETA: 2023-10-22 05:49

PAST TRACK ROUTE FORECAST

Speed/Course: 9kn / 262° Draught: 5.5m

01 AUG 2023 01:02:04 UTC

Tracks Names MMSI Speed Events Weather Route Overview

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FREMANTLE HIGHWAY – PRE-PILOTAGE RISK ASSESSMENT - DISCUSSION

PILOTAGE RISK ASSESSMENT CONSIDERATIONS

1. ACCESS FOR BOARDING – **NO PILOT LADDER**
2. TRANSIT FROM BOARDING LOCATION TO CONNING LOCATION??
3. GAS DETECTION EQUIPMENT – **HAS AREA BEEN CHECKED/MONITORED**
4. BRIDGE ACCESS – **BRIDGE BURNT OUT, POTENTIAL FOR TOXIC DUST PRESENT**
5. PASSAGE PLAN – No Crew. Salvors May have produced but no guarantee.
6. POSITION MONITORING – No POWER ON VESSEL
7. PORTABLE PILOT UNIT PPU - BATTERY LIFE - POSITIONING?
8. BERTHING – No Power on Winches, securing arrangements in place?
9. IN THE EVENT OF A FIRE/GAS SPREAD or UNEXPECTED LOSS OF STABILITY:
 - A. EMERGENCY ESCAPE
 - B. PPE REQUIRED FOR BOARDING AND REMAINING ONBOARD
 - C. PILOT BOAT LOCATION - **NONE**
 - D. PILOT LADDER LOCATION - **NONE**
 - E. NEAREST SAR HELICOPTER – BASE LOCATION MOBILISATION TIME
 - F. LOCATION OF TUGS DURING MANOEUVRES – SMOKE?
 - G. DISEMBARKATION – CRANE/MANBASKET AVAILABILITY?
 - H. TRANSIT OF LOCKS (LINESMEN)
 - I. LSA EQUIPMENT EMERGENCY EVACUATION PLAN

