

Interim measures after the Bourbon Dolphin incident

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The Norwegian Maritime Directorate has issued the attached press release regarding measures it is introducing, in co-operation with the shipping industry, following the Bourbon Dolphin incident.

Members will be interested in the lessons learnt from the Norwegian investigation – more details are available at sjofartsdir.no

Taking immediate measures after the Bourbon Dolphin disaster

The Norwegian Maritime Directorate is now working on taking immediate measures after the disaster of the tugboat. The measures have been prepared in cooperation with the shipping industry, including several experienced tugboat masters.

(Haugesund 10 May 2007): Both during the maritime inquiry after the disaster, and in other testimonies, information has been revealed that made the Norwegian Maritime Directorate quickly realize that there would be a need for immediate measures. Cooperation between the shipping industry, ship designers and experienced masters has been important to arrive at the appropriate measures which could be easily implemented with reference to existing operation manuals and procedures on board this type of vessel. In brief, the following will be included in the immediate measures:

1. Limitations on bank angle and broadwise tension on the anchor handling wire/chain will be introduced. This will result in the shipowners having to prepare calculations on stability on all their tugboats, with special focus on the acceptable degree of broadwise heeling. Simple drawings posted on the bridge will show the crew how much heeling the ships can bear.
2. Introduce a separate definition of bollard pull in AH-operations. This will help demonstrate how much bollard pull a ship has at her disposal when for instance the thrusters are in use. One can not use more power than what is available over a longer period. Use of both winches and thrusters, as well all other equipment, will contribute to limit how much power is left for bollard pull. There must be a realistic relation between the stated anchor handling power and the actual AH-power the ship is able to deliver under normal AH-operation.
3. The crew on board must make sure that they, on every AH-ship, know how the emergency release system on the winches works, and instructions must be established for when and how the release system should be used.
4. A procedure on anchor handling in general and particularly on tandem-operations, must be established. The procedure must contain requirements that possible acting forces for anchor handling can be obtained from the principal.

The cooperation with the shipping industry has for the Norwegian Maritime Directorate, been both necessary and important in order to take the appropriate measures. Now, the directorate will continue to follow the development of the case. Any aspects revealed that may call for additional measures, will be continuously considered. In the longer term, the conclusions of the special investigating committee will be of great importance.



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