

## CASE STUDY



**VESSEL TYPE:** DRY CARGO  
**TRADING AREA:** ASIA  
**HEADING:** A Cover Up

### THE INCIDENT:

This claim involves a 700gt dry cargo vessel loaded with general cargo, including a deck cargo of timber.

Shortly after sailing from port a slight list was noted and following a substantial alteration of course the vessel listed further. As the evening progressed the list increased to over 40 degrees at which point the Master ordered the crew to abandon ship. Upon being rescued, a number of the crew re-boarded the vessel once a tug was in attendance. The vessel was subsequently anchored and her cargo was discharged into barges.



### OBSERVATIONS:



Upon completion of the discharge it was found that the hold contained approximately 30 cm of free water. The tank top was covered by wooden sheathing and, once this had been removed, it became clear the tank top was holed in a number of places. These penetrations into the double tank had allowed ballast water to enter the hold.

The events during the early part of the voyage suggest the cause of listing was in all likelihood due to insufficient stability compounded by free water in the hold, although the extent of the free surface effect was reduced as the vessel was loaded. Unfortunately stability records were not

available. The tank top had suffered severe corrosion which had been masked by the permanent wooden deck sheathing. This case emphasises the need to ensure that tank tops are examined at regular intervals. Sections of the protective cladding must be removed at this time to facilitate a thorough examination.

We cannot over emphasise the need for the close monitoring of the vessel's stability at all stages of a voyage and the need to retain all relevant calculations.

### THE FINANCIAL COST:

Fortunately the vessel was prevented from capsizing and the final cost including professional fees, towage and the discharging and reloading the cargo was US\$59,000.

