

Casualty Incident Report

Safety investigation into the collision involving the St Kitts & Nevis registered high speed craft **LOVELY 1** and the Antigua & Barbuda registered passenger catamaran **ONE LOVE**, in St John's harbor Antigua, on 31 October 2017.

Summary

At 19.30 on 31 October 2017 the St Kitts & Nevis registered high speed craft Lovely 1 made heavy contact with the berthed passenger catamaran One Love, in St John's harbor Antigua.

The HSC Lovely 1 had vacated her berth at Heritage Quay, to allow access for Montserrat ferry and was intend to turn in the basin between Redcliffe Quay and Heritage Quay.

Passenger catamaran One Love was safety berthed at Tropical Adventures dock at Lower Redcliffe Street.

During manoeuvring within Redcliffe Quay basin, the Master of the Lovely 1 lost steering control on the helm and failed to stop in time and struck One Love on the stern.

The One Love sustained considerable structural damage to the stern leading to partial flooding of aft compartment, but there was minimal damage to Lovely 1.

No injuries or pollution were reported as a result of this incident.

Antigua Department of Marine Services (ADOMS) Technical Department concluded that the immediate cause of the collision was steering failure of the Lovely 1, due to a ruptured hydraulic hose, on the port side steering bucket water jet.

1. Factual Information

ONE LOVE

Antigua & Barbuda flag (Call Sign V2ZH7)

18.30 metre day charter passenger catamaran (70 passenger capacity)

SCV Safety Certificate and Licence, valid until 3 June 2022

Built 2007 in St Vincent & the Grenadines (GRP/Wood)

Owner – Fantasy Investments Ltd. St John's Antigua



LOVELY 1

St Kitts & Nevis flag (Call Sign V4MC3)
41.57 metre high speed passenger catamaran (HSC)
HSC Safety Certificate, valid until 19 February 2018
Built 1993 (Aluminium)
Owner – Lovely Fast Ferries Ltd. Portsmouth Dominica



2. Analysis

2.1 Purpose

The purpose of this marine safety investigation is to determine the circumstances and safety factors of the incident, as a basis for making recommendations, to prevent further marine casualties, or incidents occurring in the future.

2.2 Reconstruction of Events

At 19.15 the HSC Lovely 1 was moving from Redcliffe quay waiting area back to the Monserrat ferry berth, at Heritage quay.

At this time the Master noted there was no response from the port engine, via the steering control.

The Master contacted the engine room and switched to backup mode and both engines became effective and he continued with the manoeuvre.

However, almost immediately steering control from port engine was lost again and Chief Engineer shut down the starboard engine and de clutched the port engine.

With the Master unable to control speed and direction, the Lovely 1 collided with the berthed One Love on her port side aft, eventually coming to rest on top of the aft port hull of the One Love.

The One Love was secured alongside the dock at Lower Redcliffe Street at the time.

There was damage to the port bow and considerable damage to the stern of One Love, but only minor damage to starboard hull of Lovely 1.

The damage to One Love resulted in flooding of the port aft compartment and the high level bilge alarm and pump activated and assistance with the salvage came later from maintenance support crew from North Sound Marina.

Once the situation was controlled the two vessels were safely dislodged.

2.3 Subsequent action

Upon investigation the Chief Engineer of Lovely 1 discovered that the steering failure stemmed from a ruptured hydraulic hose on the port side steering bucket of the water jet.

All of the hydraulic oil had leaked out, rendering the steering bucket inoperative.

A new hydraulic hose was fitted and Lovely 1 manoeuvred away and berthed back at the Monserrat ferry berth, at Heritage Quay.

At 09.00 the next morning, both the One Love and Lovely 1 were inspected by Antigua Department of Marine Services (ADOMS).

The extensive damage to One Love was noted (see photographs).





Statements were taken from Ms Pia Baptiste (General Manager) and Mr Noel Jackson (Operations Manager) of operator Tropical Adventures Antigua. The One Love was then towed away to North Sound Marina boatyard for repair.

A targeted Port State Control (PSC) inspection of Lovely 1 revealed extensive damage to the port bow (see section 4 Other Findings below).

Statements of the incident were taken from Captain Samuel Tonge (Master) and Mr Earl Pioche (company DPA/Manager) of Lovely Fast Ferries Ltd. Dominica.

The Master advised that the noted port bow damage was unrelated to the collision incident and was due to a previous electrical relay fault.

On 2 October 2017 the Lovely 1 had collided with the pier in Portsmouth harbor Dominica, after steering failure in this case, due to damaged electrical relays.

The Chief Engineer indicated the ruptured port hydraulic hose (see photograph) and the renewed hose was sighted.

A number of replacement spare hoses were noted to be onboard.



3. Conclusions

3.1 When the Lovely 1 was required to vacate her berth at Heritage Quay, to make way for the Montserrat ferry, the Master should have manoeuvred out into St John's harbor, instead of to the confined basin at the adjacent Redcliffe Quay.

3.2 The steering failure was due to a ruptured hydraulic hose serving the port steering bucket of the water jet.

3.3 The collision with the One Love was due to steering failure and the Lovely 1 trying to manoeuvre in a confined port area.

4. Other Findings



The cause of previous damage to port bow of Lovely 1 on 2 October 2017 needs to be established, as a separate steering failure.

A detailed report from the attending electrical engineer is to be provided by owners, to clearly indicate and explain the damage to the electrical relays.

5. Recommendations

5.1 The owners of Lovely 1 to closely monitor the condition of hydraulic hoses during future operations.

Chief Engineer to routinely check seals and hydraulic pressure, particularly during close space manoeuvring.

5.2 Port Authority should be contacted when there is concern on moving off a berth and need to standby within port area.

T S Robinson
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ADOMS St John's
17 November 2017.