

DEPARTMENT OF TRANSPORT  
Private Bag X193  
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0001

14 June 1995

## MARINE NOTICE NO. 28 OF 1995

TO ALL PRINCIPAL OFFICERS AND OWNERS, OPERATORS AND MASTERS OF  
OFFSHORE SUPPLY VESSELS

### CAPSIZING OF OFFSHORE SUPPLY VESSELS ON THE EASTERN SEABOARD OF SOUTH AFRICA

1. The court of marine enquiry into the loss of the offshore supply vessel "Voortrekker" found that a shift of cargo drill casings, coupled with inadequate reserves of stability, were major contributing factors resulting in the capsizing.
2. On two previous occasions a shift of cargo drill casings played a roll in the capsizing of a Dutch and German offshore supply vessels.

All three of the losses occurred off the Eastern seaboard of South Africa.

3. In the "Voortrekker" enquiry, the court found that the "free trimming" effect caused by the resultant list after the drill casings shifted, dramatically reduced the vessel's reserves of stability, even to a point where the vessel theoretically had no stability to resist an upsetting moment caused by a passing wave or a wave being trapped on deck.
4. In view of the above, the Department requires that owners, operators and masters of offshore supply vessels, operating off or sailing through the waters of South Africa's Eastern seaboard, take cognizance of the following recommendations:
  - a. the hydrostatic and stability curves contained in the vessel's stability information should be prepared for operating trim conditions taking into account the change of trim due to heel;
  - b. when drill casings are carried on deck, an allowance for water entrapment must be made. Such allowance is as recommended in paragraph 2.10.4 of I.M.O. Resolution A469(XII);

- c. the lashings of the drill casings should be sufficient, in good condition and frequently checked when in use;
  - d. particular attention to current and expected weather conditions must be exercised; and
  - e. the requirements of I.M.O. Resolution A469(XII) "*Guidelines for the Design and Construction of Offshore Supply Vessels*" must be adhered to.
5. Masters are cautioned to pay particular attention to weather conditions on South Africa's eastern seaboard. It is common knowledge that conditions can deteriorate very quickly, with a force 9 gale and 9 metre swell not being abnormal. Wave and swell conditions can be very confusing with wave and swell approaching from different directions.
6. It goes without saying that should a shift of cargo of casing occur resulting in a list, the vessel could be in a very precarious situation. Keeping bow to sea and reducing the list as soon as possible is of paramount importance. Some masters of offshore supply vessels when carrying a full load of casings do not lash them, their approach being, rather lose the moving casings overboard than lose the vessel because of the resultant list.
7. Marine Notice No 21 of 1995 is hereby repealed.



for DIRECTOR-GENERAL: TRANSPORT