

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division
Washington, D.C. 20594

November 23, 2021

Voyage Data Recorder (VDR)

Specialist's Factual Report

By Nick Swann

1. EVENT SUMMARY

Location: South Pass 57, LA
Date: October 17, 2020
IMO: 9593000
Vessel Names: ATINA
NTSB Number: DCA21FM004

2. GROUP

A data group was not convened.

3. DETAILS OF INVESTIGATION

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received data from the following VDRs:

Device Manufacturer/Model:	Consilium: Unknown Model
Serial Number:	N/A

3.1. VDR Carriage Requirements

The event vessel was operating such that it was required to be equipped with a VDR as cited under Regulation 20 of *Safety of Life at Sea* (SOLAS) Chapter V.

3.2. Consilium VDR Description

The Consilium group of VDRs are systems capable of recording navigation, propulsion, control surface, alarm, and automatic identification system (AIS) data. Additionally, bridge audio and communications audio channels are recorded by the systems. The VDR is required to store 12 hours of recorded data and audio.

3.3. Data Recovery

The data was provided to the NTSB Vehicle Recorder Division as a series of file structures. The files were then converted into the National Marine Electronics Association

(NMEA) 0183 format using the provided software from the manufacturer of the VDR. From there, lab software was used to convert the data into engineering units.

3.4. Time Correlation

The extracted data was recorded in Coordinated Universal Time (UTC) and will be displayed in UTC for this report.

3.5. Data Description

VDR data from October 17, 2020, from 07:40 to 10:20 UTC was extracted and converted from NMEA into tabular form. Data between 08:20 and 09:50 were determined to be of interest in this investigation and are plotted below. The data used to create the following plots is attached in electronic (*.csv) format to this report.

3.6. Overlays and Tabular Data

Figure 1 shows the parametric data from the voyage data recorder in an overview of the accident voyage. The approximate time of impact was determined to be 09:46:12.

Figure 2 shows the same parametric data zoomed in closer to the accident. Additionally marked is the time of approximate impact. Time of approximate impact was determined by the sharp change in rate of turn and course over ground.

Figure 3 shows a Google Earth overview of the accident voyage. Certain time stamps were chosen to show the ship's position at various times. Each data point shown contains the time of the data point, the speed over ground of the vessel in knots, and the heading of the vessel in degrees. Lighting and weather conditions shown in this overlay are not representative of the conditions during the accident.

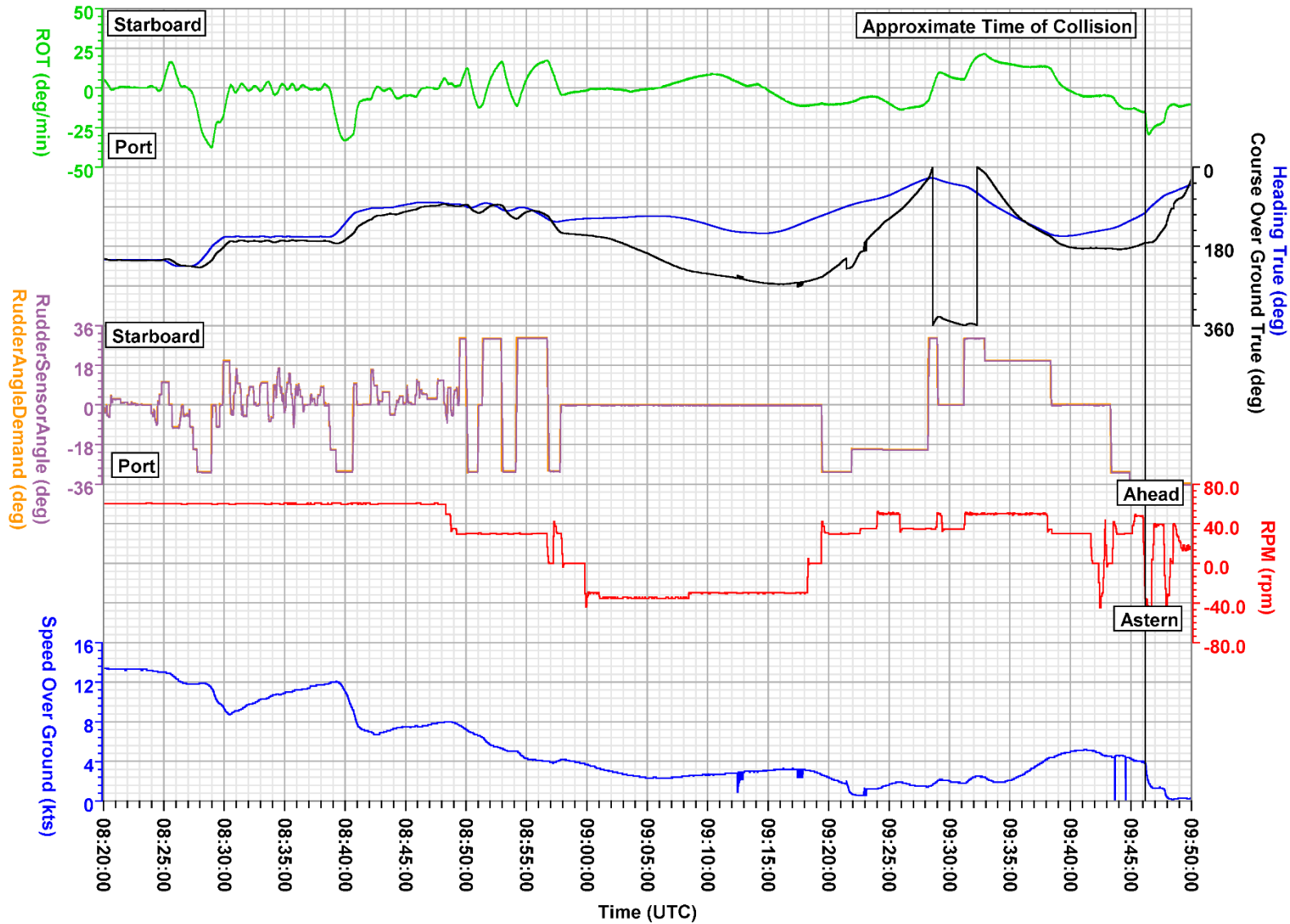
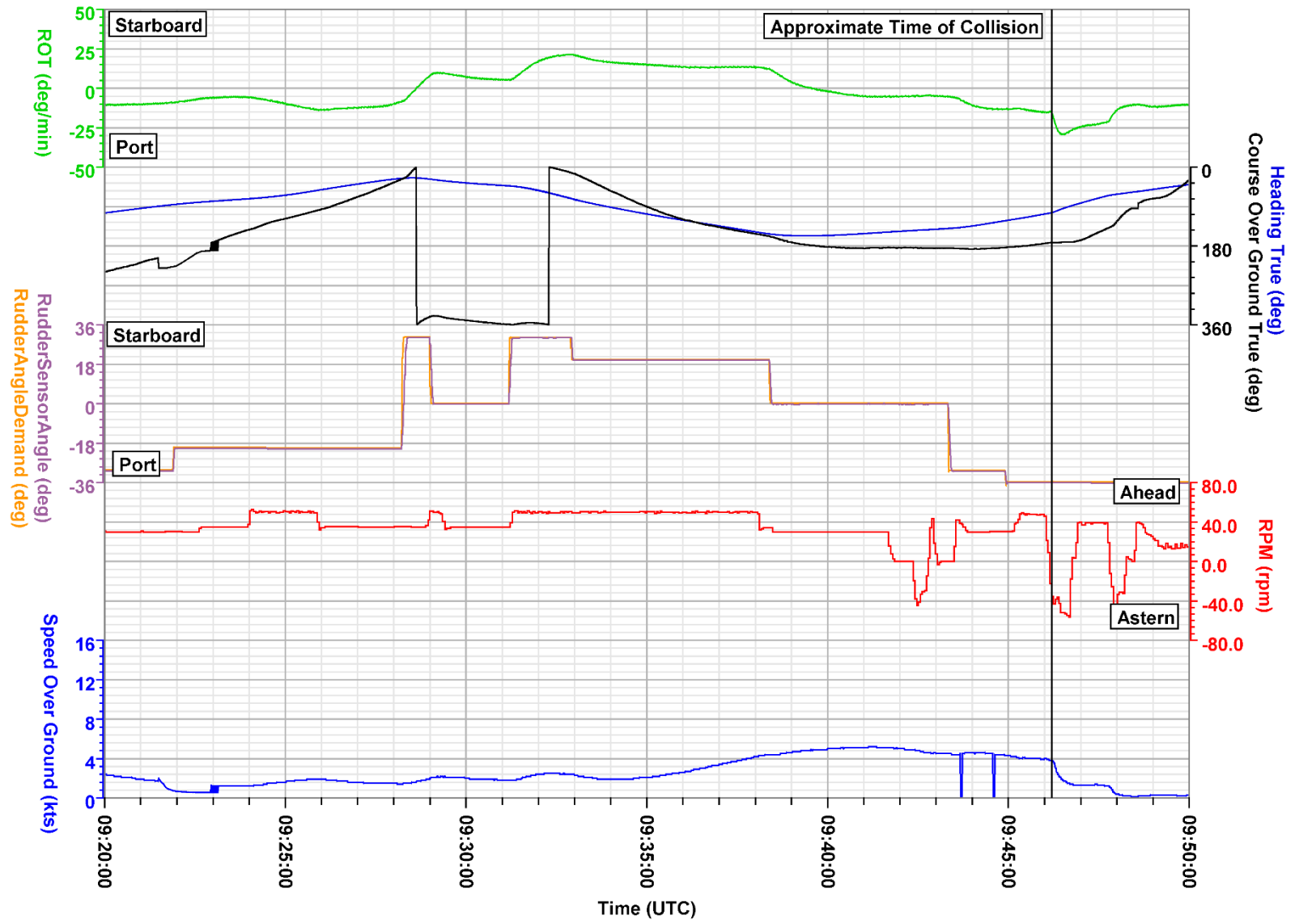


Figure 1. Overview of Parametric Data from Accident Voyage.





Google Earth

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