

**NATIONAL TRANSPORTATION SAFETY BOARD
Office of Research and Engineering
Vehicle Recorder Division
Washington, D.C. 20594**



SPECIALIST'S FACTUAL REPORT OF INVESTIGATION

DCA21FM004

**By
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WARNING

The reader of this report is cautioned that the summary of a voyage data recorder audio recording is not a precise science but is the best product possible from a NTSB investigative effort. The summary or parts thereof, if taken out of context, could be misleading. The summary should be viewed as an accident investigation tool to be used in conjunction with other evidence gathered during the investigation. Conclusions or interpretations should not be made using the summary as the sole source of information.

NATIONAL TRANSPORTATION SAFETY BOARD
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November 23, 2021

Voyage Data Recorder (VDR)

Specialist's Factual Report
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1. EVENT SUMMARY

Location: Southwest Pass Fairway Anchorage, Louisiana
Date: October 17, 2020
Vessel: MT ATINA – IMO 9593000
NTSB Number: DCA21FM004

2. GROUP

A group was not convened.

3. DETAILS OF INVESTIGATION

The NTSB Vehicle Recorder Division received data from the following VDR:

Recorder Manufacturer/Model: **Consilium: Unknown Model**
Vessel: **ATINA, IMO: 9593000**

3.1 VDR Carriage Requirements

The event vessel, IMO 9593000, was built in 2013 and was operating such that it was required to be equipped with a VDR that meets the requirements defined in A.861(20).

3.2 Consilium VDR Description

The Consilium VDR family is a group of 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. A minimum of 12 hours of data are recorded to the protected capsules.

3.3 Audio Recording Description

Approximately 1 hour of fair quality audio (see Attachment 1) was extracted from the VDR, including the time period surrounding the event. Timing of the VDR data is synchronized to GPS time and is recorded as Coordinated Universal Time (UTC).

3.4 Consilium VDR Time Correlation

This accident occurred in the Central Daylight Time (CDT) zone (UTC-5). The audio filenames on the VDR include a UTC time stamp of when each file began recording. These time stamps were used to correlate elapsed recording time to UTC and all times in this report will be in UTC. These UTC timestamps also correlate directly to the

timestamps used in the Voyage Data Recorder Data Specialist's Factual report located in the accident docket.

3.5 Recorded Audio Summary

In agreement with the Investigator-In-Charge, a VDR group did not convene. For the majority of the VDR recording, the crew is speaking in Turkish. A summary of the audio events recorded on the VDR is contained below. The recording began at 07:42:00.

At 08:31:28 the pilot asked the pilot boat how his course looked. The pilot boat responded that his course looked good, and the pilot stated he would be heading down to meet the pilot boat soon.

At 08:33:00 the pilot addressed the captain and told him that he was going down. He told the captain to keep an oncoming sea buoy on his starboard side and alerted the captain to a "pretty strong set to the west." The pilot also told the captain to watch out for a vessel ahead of him, the *Copper Mountain*. He told the captain to turn towards the anchorage once he disembarked.

The captain said, "Thank you sir."

The pilot responded, "Thank you captain."

At 08:33:58, the pilot left the bridge.

After this, very little English was spoken on the bridge. A few engine telegraph commands and radio communications were spoken in English and those are characterized below.

At 08:48:10, the captain gave a half ahead order. The second mate repeated the order.

At 08:48:29, the captain gave a dead slow ahead order. The second mate repeated the order.

At 09:12:38, the Coast Guard broadcasted a small craft advisory over the radio saying "Securite securite securite – all stations all stations – United States Coast Guard Sector New Orleans Louisiana safety marine information broadcast – break – Coast Guard reports a small craft advisory is in effect for Louisiana coastal waters – all mariners requested to exercise caution – break – this is Coast Guard Sector New Orleans out"

At 09:16:39, the pilot station called the *ATINA*. Someone on the bridge of the *ATINA* responded.

The pilot station asked if the *ATINA* was "still planning on going into the anchorage."

The crewmember responded, "we are dropped anchor now sir."

The pilot station replied, "go more than four miles away from sea buoy captain more than four miles from sea buoy."

The crewmember replied saying "yes ok sorry sir four miles."

The pilot station again said, "four miles from southwest buoy captain."

The crewmember responded, saying he understood.

At 09:19:04, the captain gave a dead slow ahead order. The second mate repeated the order.

At 09:22:21, the captain gave a slow ahead order. The second mate repeated the order.

At 09:23:26, the captain gave a half ahead order.

At 09:25:40, the captain gave a slow ahead order. The second mate repeated the order.

At 09:29:05, the captain and a crew member were speaking in Turkish and repeatedly said dead slow ahead and slow ahead. Finally, the crew member repeated the command as slow ahead.

At 09:37:49, the captain gave a dead slow ahead order.

At 09:42:44, the captain said "stop it now."

At 09:43:19, the captain gave a dead slow ahead order. The second mate repeated the order.

At 09:45:03, the captain gave a half ahead order. The second mate repeated the order.

At 09:45:52, the captain gave a dead slow astern order. The second mate repeated the order.

At 09:45:55, the captain gave a full astern order. The second mate repeated the order.

At 09:46:00, the captain gave a full astern order again. The second mate repeated the order.

At approximately 09:46:12, the vessel collided with the platform. This determination was made using parametric data and more information can be found in the VDR Data Specialist's Factual Report located in the accident docket.

At 09:46:14, someone on the bridge radioed for the Southwest Pass Pilots. The Southwest Pass Pilots responded.

At 09:48:19, the captain gave a dead slow ahead order. The second mate repeated the order.

At 09:48:31, an alarm sounded.

At 10:08:31, someone on the bridge called the southwest pilot pass. They alerted the pilots that they collided with the platform. The pilots acknowledged and told them to continue to anchorage. The bridge responded saying there is no oil spillage and that they will proceed to anchorage.

The recording ended at 10:12:57.

Attachment I

VDR Quality Rating Scale

The levels of recording quality are characterized by the following traits of the cockpit voice recorder information:

Excellent Quality	Virtually all of the crew conversations could be accurately and easily understood. The transcript that was developed may indicate only one or two words that were not intelligible. Any loss in the transcript is usually attributed to simultaneous cockpit/radio transmissions that obscure each other.
Good Quality	Most of the crew conversations could be accurately and easily understood. The transcript that was developed may indicate several words or phrases that were not intelligible. Any loss in the transcript can be attributed to minor technical deficiencies or momentary dropouts in the recording system or to a large number of simultaneous cockpit/radio transmissions that obscure each other.
Fair Quality	The majority of the crew conversations were intelligible. The transcript that was developed may indicate passages where conversations were unintelligible or fragmented. This type of recording is usually caused by cockpit noise that obscures portions of the voice signals or by a minor electrical or mechanical failure of the VDR system that distorts or obscures the audio information.
Poor Quality	Extraordinary means had to be used to make some of the crew conversations intelligible. The transcript that was developed may indicate fragmented phrases and conversations and may indicate extensive passages where conversations were missing or unintelligible. This type of recording is usually caused by a combination of a high cockpit noise level with a low voice signal (poor signal-to-noise ratio) or by a mechanical or electrical failure of the VDR system that severely distorts or obscures the audio information.
Unusable	Crew conversations may be discerned, but neither ordinary nor extraordinary means made it possible to develop a meaningful transcript of the conversations. This type of recording is usually caused by an almost total mechanical or electrical failure of the VDR system.