

VALARIS DS-16

3/12/22

Sean Diaz

SDPO (0000x1200 Watch)

Statement of Events

I reported to the bridge on the evening of the 11th around 2330 to make relief with DPO Thomas Blechschmidt. We made relief and discussed the events of the along with upcoming forecasted weather. We reviewed online and doppler weather radars and was advised that one of the fwd after springs was shifted to a forward lead earlier in the day. Right at midnight, the wind began to pick up some, AB on watch and driller went down to the dock to inspect mooring lines, DPO Thomas began counter ballasting while he finished handing over. Around 0015, we were alerted to the sudden gust of high winds, seeing 50 kt on the repeater. That following moment is when we heard the first pop of the "mooring lines". I then walked up to the PF bridge window to see a splash in the water off of the dock where our bow lines were made fast, followed by some more popping sounds. I then called the captain, who was already awake due to the sound of the lines, and informed him that we were losing mooring lines on the bow. After my phone call to the captain, the vessel had already picked up a generous heading rotation to starboard and drift away from the dock. I then attempted to notify local vessels and authorities via a security call via VHF-16 that the DS-16 is parting lines and drifting into the main ship channel and requested local tug assistance; no response. Captain arrived on the bridge as DPO Thomas left to the bow to drop the Port anchor. The Captain then initiated a PAN PAN call via VHF-16. 0025 DPO Thomas releases the port anchor. I continue may local broadcasts via VHF-16, requesting assistance and advising that we have dropped anchor in the main ship channel. I also attempted to contact the Tanker Vessel STI Mythic, who was made fast to Chevron berth 5 to advise of our drift onto their location. The vessel sounds 5 short danger signal. Push boats Sarah Golding, Michelle Golding and Harvey Sbisa arrive on location to lend assistance as able. The vessel continues to sound the danger signal, as the crew on the bow work to release the starboard anchor. 0032 DG #6 is brought online. 0036 push boats move into starboard aft stern to push ahead away from MV Akti. 0036 we noticed a change in direction of drift as the port anchor started to fetch up. The bow crew is unable to get the Starboard anchor to release and begin to walk it out. The DS-16 finally makes contact with the MV Akti coming to a rest along her starboard side, with her bridgewing resting in amongst our starboard tensioners. I then start to track and log the condition of our ballast tank levels. 0047 I attempted to make a call STEHMO Night Shipyard Safety Rep Douglas Stork to advise on the situation; no answer. 0048 I then call the day shipyard safety rep Bod Dearth and advise him of our situation and that we've made an allsion with the MV Akti across the channel from the shipyard and will require tug assistance as well as assistance in contacting local port / stat authorities. Myself and later DPO Thomas, continue to log and track vessel ballast tank levels and position by GPS, UKC and visual bearings. Engineers are making rounds to sound vessel void tanks. Signet tugs arrive on location at 0207, signet reliance made fast 1 line on the stern. 0217 Signet Challenger made fast 1 PF by accommodation ladder. 0218 Pascagoula pilots board the vessel and we begin to establish an evaluation of the current situation and best way to further stabilize the vessel.