

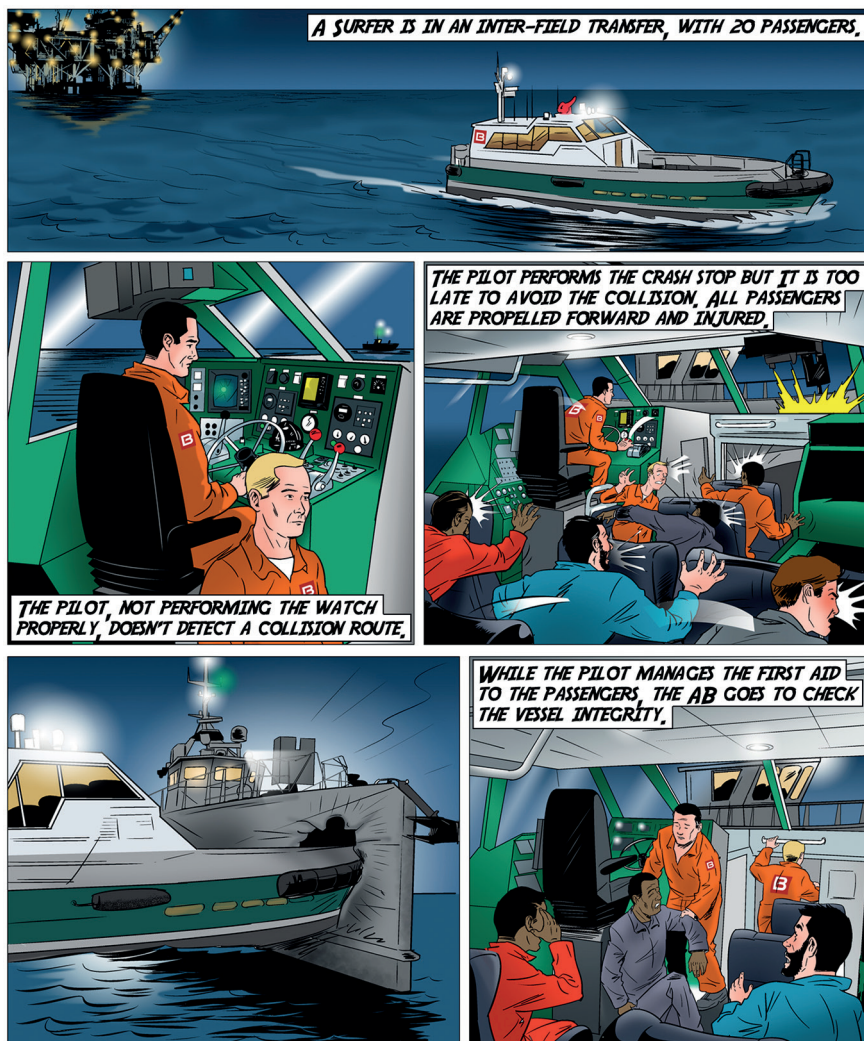


December 2018

FAILURE WITH PROCEDURES CAN LEAD TO A MAJOR INCIDENT!

This event occurred at nighttime between a Surfer 1800 type and drifting vessel. The surfer was underway, with 20 passengers on board from an offshore installation to another one. All the passengers were sleeping. During nighttime specific procedures were supposed to be applied. The Pilot failed to manage properly his watch: he was not watching outside; Surfer did not maintain VHF watch on the working channel and the emergency channel 16, despite several calls from units around; the Surfer radar was not properly set: the chosen range was 1.5 nm (at 22 knots speed, it provides 4 minutes to react); his AB was resting on a seat from where he could not perform his watch duty as per navigation at night procedure. The vessel collided with the other vessel at 22 knots, resulting in multiple injured PAX with various severity, and important hull damages. We must remember that during reduced visibility conditions & night time transit, **the recommended maximum speed is 15 knots, while evaluating the situation to adapt the speed.** It shall be noted that the other vessel is as well responsible of the watch keeping as per COLREG, and the other unit OOW did not anticipate the situation and did not maneuver on time to avoid the collision. The investigation demonstrated that the OOW was expecting the surfer to pass ahead of his vessel "as usual". Routine did lead to a lack of vigilance and contributed to the collision.

THE SAFETY POST IS BASED ON REAL EVENTS - PLEASE PRINT, POST AND DISCUSS THIS ISSUE!



LIFE SAVING RULES

DO:

- During reduced visibility conditions & night time transit, **the recommended maximum speed is 15 knots, while evaluating the situation to adapt the speed.** Furthermore the AB shall be assigned to the bridge lookout as second watch keeping resources;
- Ensure your navigation equipment are working, adjusted and used in a proper way as per the external conditions (Radar range, etc.)
- Once a potential target is identified visually, Radar could be used to confirm it, in the same way if a target is identified on the Radar, a visual identification shall be done, and if necessary, the speed and course shall be adjusted.
- Ensure proper communication and radio watch keeping.

DON'T:

- Consider the radar as the main tool to perform the watch, it should be used only to assist the visual check in order to confirm a target, the Pilot shall perform at all times a proper lookout.
- Start without knowledge of detailed Client's field procedures.

