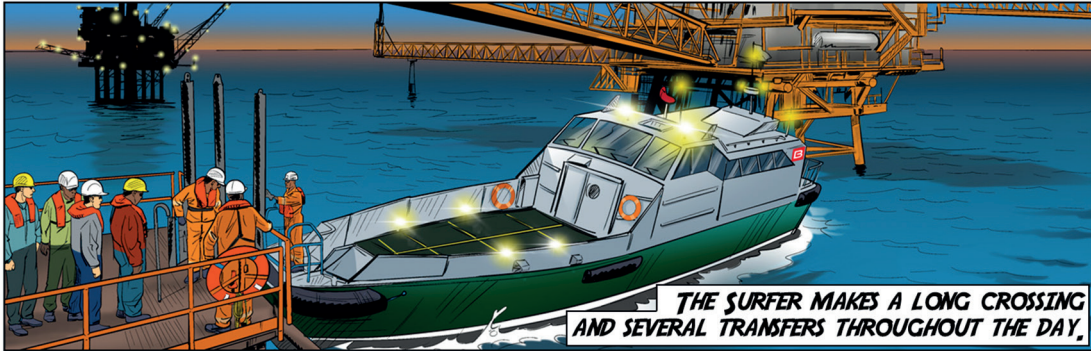




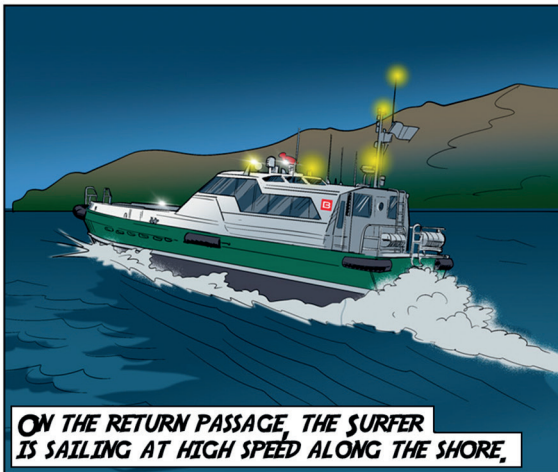
ENSURE THE STRICT APPLICATION OF PROCEDURES

This event occurred during a night transit on the way back with 12 passengers onboard. The Surfer was coming back to base after a long journey and several interfield transfers with no break. Several gaps were identified during this incident: the passage plan was not respected, the night sailing speed was exceeded (15 knots max by BMO standards) and the watchkeeping was not adapted. The AB was resting on the folding seat next to the pilot, from where he could not ensure his watch nor notice if the pilot was dozing. Approaching dangerously near the shore, the vessel finally ran aground on a beach.

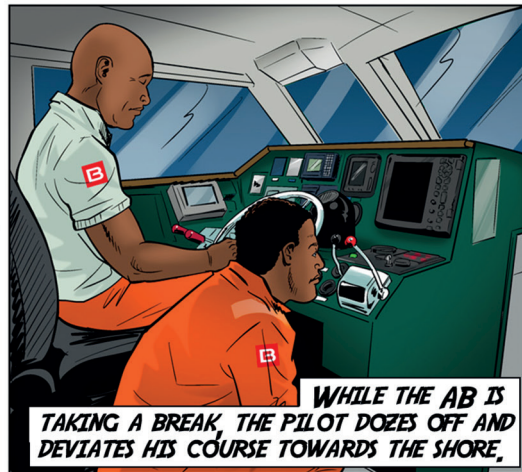
THE SAFETY POST IS BASED ON REAL EVENTS - PLEASE PRINT, POST AND DISCUSS THIS ISSUE!



THE SURFER MAKES A LONG CROSSING AND SEVERAL TRANSFERS THROUGHOUT THE DAY.



ON THE RETURN PASSAGE, THE SURFER IS SAILING AT HIGH SPEED ALONG THE SHORE.



WHILE THE AB IS TAKING A BREAK, THE PILOT DOZES OFF AND DEVIATES HIS COURSE TOWARDS THE SHORE.



THE SURFER RUNS AGROUND ON THE BEACH.



THE SHORE-BASED MANAGEMENT ARRIVES ON THE SCENE TO HELP THE CREW PROVIDE ASSISTANCE TO THE PASSENGERS.

LIFE SAVING RULES

DO:

- Adapt the sailing speed to environmental conditions (15 knots max at night).
- Maintain an appropriate visual and auditory watch at all times.
- Properly set up the navigation equipment and respect the passage plan.
- Ensure with the client that the Surfer's program has been planned before every departure.
- Ensure the crew's rest periods are respected, as well as working hours, with records and monitoring by Crew and Shore Operations team.

DON'T:

- Fail to apply the Stop Work Authority if conditions do not enable to operate safely.

