

MARITIME FEEDBACK

No: 5

Autumn/Winter 2004

IN THIS EDITION:

Maritime Reports received in Period: 44

- SURVEYS AND REPAIRS
- WAKE WASH INCIDENT
- SAFE SPEED
- SECONDARY BILGE ALARM ON....
- AND BILGE ALARM OFF
- A MAGNETIC PERSONALITY
- COMPASS SAFE DISTANCES
- MOBILE TELEPHONE UPDATE
- EDITORIAL
- REPORT UPDATE

REPORTS

REPORTS ARE PUBLISHED ONLY WITH THE AGREEMENT OF THE REPORTER AND ARE EDITED ONLY TO REMOVE IDENTIFYING TEXT. THEY THEREFORE REPRESENT THE SAFETY CONCERN(S) FROM THE REPORTER'S PERSPECTIVE AND ARE BASED ON THE INFORMATION AVAILABLE TO THE REPORTER.

MERCHANT SHIPPING

SURVEYS AND REPAIRS

It is normal practice with this company to carry out dry-docking every 5 years with in-water survey carried out between each dry-docking as per Class regulations. The last in-water survey was carried out about the beginning of April 2004 and if my memory serves me correctly the next dry-docking is due about the end of 2006. However due to a three year charter another in-water survey is to be carried out at the end of June 2004 (two months after the first survey) with the intention of extending the dry-docking date until the end of the charter period for obvious reasons.

The vessel's shell plating had two longitudinal cracks at the after end section. Both these cracks were reported to the company's technical department by normal correspondence as well as reported in ship's

PMS defects list. The ship's staff were instructed by the Technical Superintendents' Department to weld one crack and this was carried out. At this point I must state that there were no qualified welders on board and in my opinion the repair should have been carried out to Class regulations by a shore contractor. Regarding the second crack reported, nothing was heard from the company up to the time I left the vessel.

I would like to mention that in this day and age when ships do fast turnarounds and spend very little time in port with only once in five year dry-docking, the Classification Societies must consider more than the under water areas of a ship when extending the dry-docking periods. They should consider the soundness of sea water pipes and associated valves and any other major refits / repairs that may need attention. The attending surveyors should have confidential discussions with the senior officers to get their opinion on the status of the equipment in the engine room and deck and check the on-going dry-dock list on board if there is one (it is normal practice on most ships to start preparing a on-going dry-dock list from the time the vessel leaves the dock), before granting an extension.

The Reporter did not believe this issue could be brought to the attention of the company without his being identified, so CHIRP asked the International Association of Classification Societies (IACS) to comment. IACS referred us to Rev 3 of Unified Requirement Z3 (coming in to force next year), which states:

Z3.1.2

There are to be a minimum of two examinations of the outside of the ship's bottom and related items during each five-year special survey period. One such examination is to be carried out in conjunction with the special survey. In all cases, the interval between any two such examinations is not to exceed 36 months. An extension of examination of the ship's bottom of 3 months beyond the due date can be granted in exceptional circumstances²⁾.

2): 'Exceptional circumstances' means unavailability of dry-docking facilities; unavailability of repair facilities;

A Maritime Safety Newsletter

from the Confidential Hazardous Incident Reporting Programme

CHIRP, FREEPOST (G13439), Building Y20E, Room G15, Cody Technology Park, Ivelly Road, Farnborough GU14 0BR Freefone:(24 hrs) 0808 100 3237 Fax 01252 394290

You can also e-mail us at confidential@chirp.co.uk - visit our website at www.chirp.co.uk

unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions.

Z3.3.1

The In-water Survey is to provide the information normally obtained from a docking survey, so far as practicable. Special consideration shall be given to ascertaining rudder bearing clearances and stern bush clearances of oil stern bearings based on a review of the operating history, on board testing and stern oil sample reports. These considerations are to be included in the proposals for in-water survey, which are to be submitted in advance of the survey so that satisfactory arrangements can be agreed with the Classification Society.

Changes introduced in Rev.3 are to be uniformly implemented from 1 July 2005.

The wording of this procedure has been tightened up considerably, both with respect to the circumstances where an extension beyond the due date may be granted and information to be obtained during an in-water survey. These amendments, if properly implemented, appear to address the reported concern with regard to surveys to a significant extent.

With respect to shell plating repairs, all IACS members have rules to the effect that repairs which may affect classification are to be notified to the society concerned and undertaken to the satisfaction of a surveyor. Unified Requirements Z7, 1.3 and Z13 refer to the requirements for repairs and can be downloaded from www.iacs.org.uk.

The CHIRP Maritime Advisory Board considered this report and made the following observations:

- It is possible Class may have been called in after the reporter left the vessel.*
- If repairs are undertaken without Class supervision then Class, P&I cover and Hull and Machinery insurance could be invalidated.*
- The Board appreciates the pressure senior officers may be under, but reminds them of their professional duty to report defects to Class and a growing willingness on the part of some states to punish officers who seek to mislead with criminal charges.*
- Reporting defects to Class may have a positive impact, improving their own data and leading to more robust designs.*
- A short-term loss of time for a proper repair may prevent a greater loss at a future date.*

WAKE WASH INCIDENT

The commercial motor vessel was returning to her normal moorings. A yachting regatta was taking place at the time. The vessel appeared to be travelling at excessive speed and was creating significant wash. A RIB was towing a small sailing dinghy with 2 people in it. The wash swamped this dinghy and two persons were thrown into the water and had to be rescued by other launches.

The CHIRP Maritime Advisory Board considered this report and makes the following observations:

- Incidents of this type are increasingly commonplace; there is a significant risk of injury.*
- All persons with a responsibility for navigation should be conscious of the wash they are generating and its potential impact on other craft and the shoreline.*
- Those responsible for organising events on the water should ensure that a risk assessment is carried out and that suitable notice is given to other relevant organisations.*
- Personal flotation aids are of great value in the event of the unexpected occurring and should be worn.*

The reported incident was brought to the attention of the vessel's operator. It was not clear whether the Master of the vessel was aware of the incident at the time. The operator responded as follows:

*"We view any such incident as a serious matter, and have instructed the Master of the vessel to investigate and submit his report.
When the full facts are known, please be assured that actions will be taken to ensure prevention of a similar incident occurring in the future."*

SAFE SPEED

When returning from Cherbourg to the UK the visibility was less than 100 metres for the first quarter of the voyage and around 500 metres for the next quarter.

Crossing the shipping lane between Cherbourg and the Isle of Wight I can see on my ships radar to approximately 8 miles. I do not have ARPA so have to rely on a manual plot and measurement on the radar display.

All the ships which passed me, where there was a requirement for them to give way, would not have been able to take any evasive actions as they could not

see visually in time. However, and fortunately, the masters were relying on their radars and obviously my ship was visible. This included a fast ferry, identifiable by its track and speed.

A ship hitting me is not likely to know that he has done so until his next port of call. My five tons against his 10,000 tons or more is unlikely to be noticed until then.

I know that commercial shipping earns its living by the sea whereas I am nothing more than a pleasure sailor. However I am not aware that the IRPCS include a let out for any master breaching those Regulations. But of course I would not like to be struck by 50,000 tons at 20kts in dense fog.

CHIRP continues to receive reports related to the conduct of vessels in restricted visibility and has highlighted guidance to be published by the Maritime and Coastguard Agency in the near future and the need for full assessments to be made in determining the appropriate speed.

The Maritime Advisory Board makes the following observations with respect to this report:

- *Safe speed is a speed at which effective action can be taken in the prevailing circumstances and conditions and varies with ship type. Masters are reminded of their responsibility to make full assessments based on the prevailing circumstances and conditions.*
- *Whilst full use should be made of the capabilities of electronic systems; Bridge Teams should be aware of the risks of over confidence in the equipment*
- *There does not appear to have been a breach of the Collision Regulations in the circumstances reported. All vessels detected the presence of the reporter's vessel and took appropriate action.*
- *SOLAS V, Reg. 19 requires vessels of < 150 gross tonnage to, if practicable, have a radar reflector, or other means, to enable detection by ships navigating by radar and the Maritime Advisory Board recognises the significant contribution such equipment can make to the early detection of small craft by large commercial ships.*
- *Persons navigating leisure craft in such conditions should fully consider the risks and take full account of their skill level, equipment, crew, passage plans and timings; choosing alternative plans if appropriate.*

FISHING

SECONDARY BILGE ALARM ON...

My 15 metre trawler was at sea when a 2" sea water discharge pipe failed behind the A60 engine-room lagging. Water ran un-noticed behind the insulation into the bilge and was rapidly flooding the engine room.

Unknown to us the main bilge alarm panel had been disabled by a short circuit in the fish room system, but fortunately a totally separate permanently wired secondary system activated (for the first time in six years!!) alerting us and we were able to identify the source of the leak and pump out without problem.

AND BILGE ALARM OFF

My 30m beam trawler came off the slip following a bottom paint and minor refit. An incomplete job trickled away over the weekend and by Monday morning the engine room had two metres of water in the bilge, causing considerable water damage.

The main battery supply was switched off and no alarms were active. A permanently live alarm with a strobe flasher in the wheelhouse would have almost certainly alerted someone on the quay.

The following is an extract from the applicable Regulations; "The Code of Safe Working Practice for the Construction and Use of 15 metre Length Overall to less than 24 metre Registered Length Fishing Vessels":

4.3.3 Bilge Alarms

4.3.3.1 A bilge alarm sensor should be fitted in the propulsion machinery space and fish hold(s) of the vessel. These alarms should be accessible for regular testing.

Existing vessels should be fitted with a fish hold sensor by the first periodical survey under this Code.

4.3.3.2 To prevent pollution, bilge sensors in compartments containing pollutants should not automatically start bilge pumps.

4.3.3.3 Any auto-start bilge pump serving a clean compartment should be fitted with an audible and visual alarm at the control position(s) so that the reason for pumping may be investigated. Such pumps should also be fitted with a "manual override" to start the pump.

4.3.3.4 Each dry compartment provided with a bilge suction capability (built-in or portable) should be fitted with a bilge level alarm if the level of bilge water can not be readily checked visually without entering the compartment. Alternatively, spring loaded drain valves may be fitted outside the compartment as a means of checking the bilge level.

4.3.3.5 A bilge alarm should provide an audible and visual warning at the control position(s).

4.3.3.6 Each engine room bilge alarm system should be provided with:

- i) a secondary, independent bilge alarm system; or
- ii) a "fail safe " warning should the bilge alarm circuit become faulty.

Existing vessels should be fitted with (i) or (ii) above, by the first periodical survey under this Code.

4.3.3.7 Further guidance for bilge alarms and bilge pumps is provided in MGN 165(F).

The Maritime Advisory Board makes the following observations:

- *Vessels that are left temporarily unattended for anything other than a relatively short period, whether for repair or other reasons, should be secured e.g. sea cocks closed, etc.*
- *When fitting a secondary alarm consideration should be given to ensuring that it remains live when the vessel's main power plant is shut down and that an alarm condition is visible externally.*
- *Whatever the alarm system fitted ensure it is tested regularly.*

LEISURE

A MAGNETIC PERSONALITY!

On passage on a small yacht as crew I had occasion to disagree with the owner about the bearing of a navigation mark. My reading using binoculars (with an incorporated bearing compass) was 160° and hers, with the type of hand bearing compass used by many sailors, which hangs around the neck and is held up to the eye, was 200°. When I used her compass the reading was again 160°.

There had to be some local deviation about her person and, as a joke, I suggested her glasses. After a few moments she said that she had glasses which had "clip" on sunglasses, which were magnetically attached! It transpired that her glasses frames were magnetised and this was the local deviation which she had not noticed before!

In the absence of a crosscheck this could have led to a serious incident.

Current training suggests if all else fails use a hand held compass!

The RYA has been informed and intends to raise awareness of the issue.

COMPASS SAFE DISTANCES

I read in a magazine recently about an incident where radio equipment had interfered with the magnetic compass and decided to check things out in my local marina. It was not easy to find information as to how far the equipment should be mounted from the compass; there was no plate on the equipment, but in one case the manual did say at least 1m away. A number of boats had radio equipment fitted closer than this.

Marine equipment is generally supplied with information on compass safe distances contained on notices or in manuals, if not on a plate. These should be referred to if fitting electrical equipment or compasses.

Particular care should be taken if non-marine equipment is fitted e.g. car audio equipment, which will not be supplied with compasses in mind!

MOBILE TELEPHONE UPDATE

CHIRP has been gathering information related to the safety issues surrounding the use of mobile telephones. A recent press article in Tradewinds (16 September 2004) reported that a Romanian flagged cargo ship ran into a Greek hillside after the vessel's captain was distracted by a call on his cell phone.

Here are some of the contributions CHIRP has received:

"Interference of mobile telephones with ship conning or manoeuvring has been observed repeatedly. This interference was not of the technical kind like affecting electronic equipment but by demanding the attention of bridge personnel at the most inappropriate moments.

Contrary to popular belief, the bridge team on coasters approaching their berth consists of the master and nobody else, unless he is lucky enough not to hold a pilotage exemption certificate. The officer-on-watch is either resting or he is on deck helping with the hawsers.

In such situations a captain is either manoeuvring his ship, or he is watching the pilot's manoeuvring intently.

When the master's mobile is ringing invariably he answers it, and consequently is engaged in an often important conversation with his company, agents or the like. He then either continues manoeuvring in an absent-minded way, or if he has to consult papers or a computer he asks the pilot to take over.

Of course a captain should tell a caller to let him ring back at a more suitable time. However, let's face it, very few do.

The best way to change this state of affairs is to have a bridge team worth its name. That means two competent persons should be on the bridge when a vessel is being manoeuvred, or mobiles banned from the bridge altogether."

And;

"The Mobile Phone is now common place on ships, and although it is a very useful tool, an unacceptable culture breeds.

On board my vessel, a Diving Support Vessel operating in the North Sea, we implement various rules.

It is a Company Rule that mobile phones are not used when we are on DP. This is because there are reports that the signal interferes with GPS signals.

I have witnessed this once with an analogue phone, and it was just the one person's phone, other phones didn't have any effect.

We have tried extensive tests on here, with digital phones and have had no adverse effect on navigation equipment.

We also have a policy on here, of no use of Mobile Phones on the Main deck, this was enforced when it became noticeable that people using phones, have a tendency to just wander up and down. These people were oblivious to the local hazards, and crane operations taking place above them.

Mobile Phones on the Bridge are a distraction. Not too long ago, calls to the ship were kept to a minimum, as you would need to call through a Coast Radio Station. But now the mobile makes you much more accessible, and every Tom, Dick and Harry is phoning for an update of ETA's from Berthing Master's, crew joining, or chandlers telling you they can't get red serviettes, will green ones do. I never knew any Master putting a link call in or answering one, whilst on a pilotage, due to the concentration required.

I have answered a call on pilotage myself, but more often or not they are switched off, as well as the KU band phone that is on the Bridge, as my bridge team are kept busy and alert, and do not want phones ringing out."

And;

"On the offshore vessel I command it has been known for some three to four years that mobile phones set off the smoke detectors and activate the fire alarms.

When making or receiving calls the crew have learned not to stand too close!"

CHIRP has already forwarded earlier reports to the Maritime and Coastguard Agency and plans to make another submission in due course. Have you had a close call while using a mobile telephone? Tell CHIRP in confidence.

EDITORIAL

This is the last issue of Maritime FEEDBACK for 2004, but we're looking forward to coming back with more reports in spring 2005!

Maritime CHIRP and its older aviation siblings were reviewed by an independent panel in July and among the conclusions were:

1. The Maritime Programme had made a positive contribution to maritime safety in the first year of operation.
2. There is a continuing need for an independent, maritime confidential reporting programme.

These findings are welcome and CHIRP and the Maritime Advisory Board remain committed to highlighting issues of concern in maritime safety.

The period since Maritime CHIRP's first birthday has been the busiest since the launch of the Programme; there are now 118 reports in the database. You can expect to hear more on subjects such as fatigue, emergency evacuation, deep draft navigation in the Dover Strait, lifeboats, and the ISM and ISPS Codes.

The reports from the fishing industry in this edition are particularly welcome, as they are the first from that sector. Early indications are that fishermen have a great deal to say and an obvious interest in safety and we all look forward to their contributions to CHIRP and its objectives.

The Maritime Advisory Board has a new Chairman and welcomes Captain John Hughes, former Director OCIMF, into the post vacated by Professor Tony Nicholson, CHIRP's Chairman of Trustees, who has carefully and successfully guided the Maritime Programme through its introductory phase.

The Maritime Advisory Board also welcomes a new Member, Mr Simon Stonehouse, nominated by the Lloyd's Joint Hull Committee. The CHIRP Trustees are committed to developing the depth of the Board's

technical expertise and are more than willing to consider additional nominees.

Remember, please report:

- ✓ When you are concerned to protect your identity (please note that anonymous reports are not accepted)
- ✓ When you wish others to benefit from an important "Lesson Learned"
- ✓ When other reporting procedures are not appropriate or are not available
- ✓ When you have exhausted company/regulatory reporting procedures without the issue having been addressed

REPORT UPDATE

MANNING AGENTS

The FIRE IN DRYDOCK report in MFB 1 raised a number of safety issues including the role of manning agencies in promoting seafarer safety.

The British Chamber of Shipping has agreed to host and several agencies have confirmed their interest in a meeting to discuss the UK Conduct of Employment Agencies and Employment Businesses Regulations. The Department of Trade and Industry has agreed to participate. The meeting should take place in the not too distant future.

ENGINE INTEGRATION ISSUES

First reported in MFB1 as "Integration of Non-marine Specific Components" the correspondence on this topic continues, but just to show the problem has not gone away, here is another contribution from someone that conducts risk assessments and damage surveys:

"For too long the marine industry has had to make do with poorly designed ships and machinery. The company I work for exists and we make a living because engines break down and catch fire.

Recently I surveyed a new vessel. Some engines are very good in that they have water jacketed exhaust systems, and it is almost impossible for a fire to start. Sadly, some have used ordinary unlagged exhaust pipes and rely on lagging and insulation to reduce surface temperatures. However, the lagging and insulation deteriorates over time, and hot spots emerge which can lead to fires.

Engine vibration levels were quite high and there had already been pipe fractures at the free end of the

engine where the oil and fuel piping goes on/off the engine. Just as you mentioned recently, the on/off engine connections had not been well thought out and the owners are in the process of introducing flexible/resilient couplings."

CHIRP is compiling a document which will seek to include all the contributions on this subject for evaluation by those with a responsibility for regulation and development of appropriate processes.

CHIRP recently presented these issues to EUROMOT (The European Association of Internal Combustion Engine Manufacturers) and is grateful for their interest in hearing the experiences of seafarers.

The evidence received suggests that the machinery installation process continues to be capable of delivering systems which are liable to fail in service with a significant risk of fire, even for new builds.

The Maritime Advisory Board believes that this situation should not be allowed to continue.

OPERATING & MAINTENANCE MANUALS

This is another of CHIRP's long running issues and we have received a number of contributions. An extract of some recent correspondence is reproduced below:

"The fault is largely with the process where owners, chasing ever lower ship new build prices, do not analyse or budget for lifetime costs. Neither do the yards, who seek to maintain margins at the expense of equipment makers while driving new build prices down, have any interest in the cost of their product beyond the point of delivery. In the absence of an industry standard, it is essential that ship owners clearly write into the new build specification the coverage of the equipment manuals, the skill level at which they are required, the requirement for ship-specific manuals, confirmation of as-installed data at commissioning and the language required for the final prints. For operating the ship, makers' manuals which often cover a single component are inappropriate; the task requires a whole ship operating manual ship specific and system-orientated and clearly specified in the new build specification."

As with the previous issue CHIRP is compiling a document which will seek to include all the contributions on this subject for evaluation by those with a responsibility for regulation and development of appropriate processes.

The Maritime Advisory Board acknowledge the desirability of moving towards "whole ship operating

manuals”, but began this debate with the simple observation that the industry at this stage appeared to be experiencing some difficulty in achieving a consistent basic standard with respect to such items as format, content and language. An agreed standard may be capable of facilitating training and reducing the possibility of errors.

Looking ahead; the task of compiling a whole ship operating manual may be made much easier if the component elements are produced to a similar standard at the outset.

CURRENT MAIB INVESTIGATIONS

The following accidents/incidents are being investigated by the MAIB as at 21 October 2004:

Vessel's name	Accident/ incident type	Date of incident
Pride of Provence	Ro-Ro passenger vessel, starboard outer bow door failure in Calais.	22/02/04
Kingfisher	Fishing vessel fire, which occurred off the Western Isles.	26/04/04
Star Clipper	Fatality; passenger hit by bollard, which pulled free during a mooring operation.	02/05/04
Lord Nelson	Sail training vessel, contact with Tower Bridge.	15/05/04
Attilio Levoli	Chemical tanker grounding in the Solent.	03/06/04
Yacht Pinocchio	Accident to person; vessel's mast struck an overhead power cable.	03/06/04
Waverley	Passenger vessel, grounding west Scotland.	20/06/04
Hyundai Dom/Sky Hope Daggri	Collision between two container ships off Korea.	21/06/04
	Shetland inter island ferry made contact with breakwater at entrance Ulsta on Island of Yell, Shetland.	30/07/04
Kathryn Jane	Loss of fishing vessel off Talisker, Isle of Skye. One death confirmed-possibility of one further fatality.	07/08/04
Albatross	Fatal injury to UK passenger; fell from rigging onboard Dutch sail training vessel off Southend.	22/08/04
Coral Acropora	Cargo leak on liquefied gas carrier alongside berth at Runcorn allowed escape of approx. 1 ton of VCM to atmosphere. Two people were taken to hospital for precautionary check-ups.	10/08/04
Dieppe	Passenger/Cargo vessel ran aground on a sand bank in the approaches to New Haven.	30/08/04
Jackie Moon	Grounding of Antigua and Barbuda flag cargo vessel in the river Clyde.	01/09/04

Vanguard	Grounding of tug off Isle of Rona.	07/09/04
RFA Fort Victoria	Accident that occurred on RFA Fort Victoria during a routine test of lifeboat on-load release gear in Falmouth. At least two persons were injured when the lifeboat was released about 1.75m from the surface.	10/09/04
Maanav Star	Indian registered cargo vessel dragged anchor and ran aground on Camber Sands during heavy weather.	11/09/04
Viking Victor	Engine room fire on offshore support vessel in North Sea. Crew taken off by helicopter. Vessel subsequently sunk while under tow to port.	16/09/04
Noordstrand	Collapse of portable bulkhead in cargo hold when vessel alongside at Seville, Spain. Two ship's staff crushed with one fatality and one serious injury	20/09/04
Odin and Kovera	Collision on the River Ouse.	27/09/04
Silver Quest II	Loss of UK reg 20m fishing vessel, North East of Portavogie.	30/09/04
Faith Ann	Grounded in Loch Eriboll	05/10/04
Swan	Capsized below Bath Weir	14/10/04
Balmoral	Contact with unknown object off the Welsh coast	18/10/04

NEED TO CONTACT US?

Michael Powell Director (Maritime)
Peter Tait Chief Executive

The CHIRP Charitable Trust
FREEPOST (G13439) [no stamp required]
Building Y20E, Room G15
Cody Technology Park
Ively Road
Farnborough GU14 0BR, UK

Freefone (UK only): 0808 100 3237 or
Telephone: +44 (0) 1252 393348
Fax: +44 (0) 1252 394290 (secure)
E-mail: confidential@chirp.co.uk

REPRODUCTION OF FEEDBACK

CHIRP® reports are published as a contribution to safety in the maritime industry. Extracts may be published without specific permission, providing that the source is duly acknowledged.

FEEDBACK is published quarterly and is circulated widely in the maritime sector, if you are not already on our circulation, and would like to be, please send your application in writing to CHIRP at the above address or subscribe free over our web site www.chirp.co.uk.

