

The Story

A 68,000 dwt bulk carrier ran aground at night in St. George's Bay Newfoundland. Despite the lack of local knowledge in a unfamiliar port the master decided:

1. to sail at night from a port with which he was unfamiliar.
2. not to engage the services of either the pilot or the tug available to assist him.
3. not to discuss his departure plan with the rest of the bridge team.
4. to keep the vessel's working lights on during the nighttime departure hampering vision from the bridge and the look-out.
5. to rely solely on parallel indexing for navigation despite the presence of various conspicuous radar targets.
6. not to have officer assistance on the bridge.

* Source - Transportation Safety Board of Canada, Report Number M93N0002, dated May 16, 1995.

A Baltic passenger ferry carrying 1,101 passengers on board was severely damaged and nearly sank in a grounding incident off of the coast of Helsinki due to the crew's lack of familiarity with a new radar mapping system. The vessel owners put a new radar mapping system on the ferry without;

1. adequately training the crew in the use of the radar mapping system.
2. providing proper documentation/instruction manuals to the crew for the operation of the radar mapping system.
3. ensuring that the new radar mapping system used in conjunction with the existing system was reliable.

* Source - Lloyd's List News, published February 23, 1996.

Lesson Learned

*Prudent seamanship and common sense can go a long way.
People can prevent casualties!*

Prevention Through People



[Section Index](#) [Main Index](#) [Next Lesson Learned](#)

[Marine Safety and Environmental Protection](#)

[USCG Homepage](#)

[Webmaster](#)

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