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To: MARINE COMMITTEE

MC(11)07

**Copy: All Full and Associate Members (for information)
Radio and Nautical Sub-Committee**

MAIB ACCIDENT REPORT - FISHING VESSEL HOMELAND AND THE RO-RO PASSENGER VESSEL SCOTTISH VIKING

Action required: Members are invited to note and to disseminate widely notification of the outcome of the United Kingdom's MAIB accident report regarding the fishing vessel 'Homeland' and the ro-ro passenger vessel 'Scottish Viking' that resulted in the loss of the fishing vessel with one fatality.

Members will recall that a number of recent MAIB accident reports have identified navigation failings as the immediate cause of several serious accidents, the MAIB has reported a further such incident.

The fishing vessel 'Homeland', was in collision with the ro-ro passenger vessel 'Scottish Viking', the fishing vessel was lost and its crew member was killed. Factors identified that led to the collision included the fishing vessel not determining at an early stage if there was a risk of collision together with a failure to maintain a proper lookout. The report also found complacency amongst the ro-ro vessel's bridge team together with a lack of precautionary thought and ineffective implementation of the Company's navigational policy and procedures. In particular the ro-ro ship did not, determine at an early stage if there was a risk of collision, sufficiently monitor or plot the other vessel's track and, once a risk of collision was deemed to exist, the 'Scottish Viking' failed to take sufficient action to avoid collision.

The MAIB investigation has highlighted a number of failures by one or both vessels. The failures listed below relate to basic requirements necessary to achieve safe navigation and compliance with the 'International Regulations for Preventing Collisions at Sea'.

The ships involved in this collision failed to:

- **Maintain a lookout** – need for early detection and monitoring.
- **Ascertain the risk of collision** – need to use radar, undue reliance on AIS rather than visual / radar monitoring.
- **Take appropriate action to avoid collision** – need for early action, the need for precautionary thinking and to encourage navigators to develop an approach that asks, what if?
- **Use a helmsman** – need for hand steering at an early stage to enable immediate course alteration while maintaining situational awareness.
- **Make appropriate sound signals** – need for correct signals to avoid misunderstanding of intentions.
- **Implement procedures** – need for master's oversight and enforcement, need for company ship-riding audits, need to use VDR for audits.

ICS has particular concern that this MAIB and other recent reports confirm AIS is increasingly used as a navigational tool to determine the risk of collision to the exclusion of making safe and effective use of radar and ARPA. IMO Resolutions A.917(22) and A.956(23) note that:

- Not all ships are fitted with AIS
- The officer of the watch (OOW) should always be aware that other ships, in particular leisure craft, fishing boats and warships, and some coastal inshore stations including Vessel Traffic Services centres, might not be fitted with AIS.
- The OOW should always be aware that AIS fitted on other ships as a mandatory carriage requirement might, under certain circumstances, be switched off on the master's professional judgement.

Members will be aware that ICS produces a number of industry best practice guidelines including the Bridge Procedures Guide and Guidelines on the Application of the IMO International Safety Management (ISM) Code. The MAIB investigation confirms that many of the recommendations in the ICS *et al* publications were not complied with.

J Murray
Director Marine