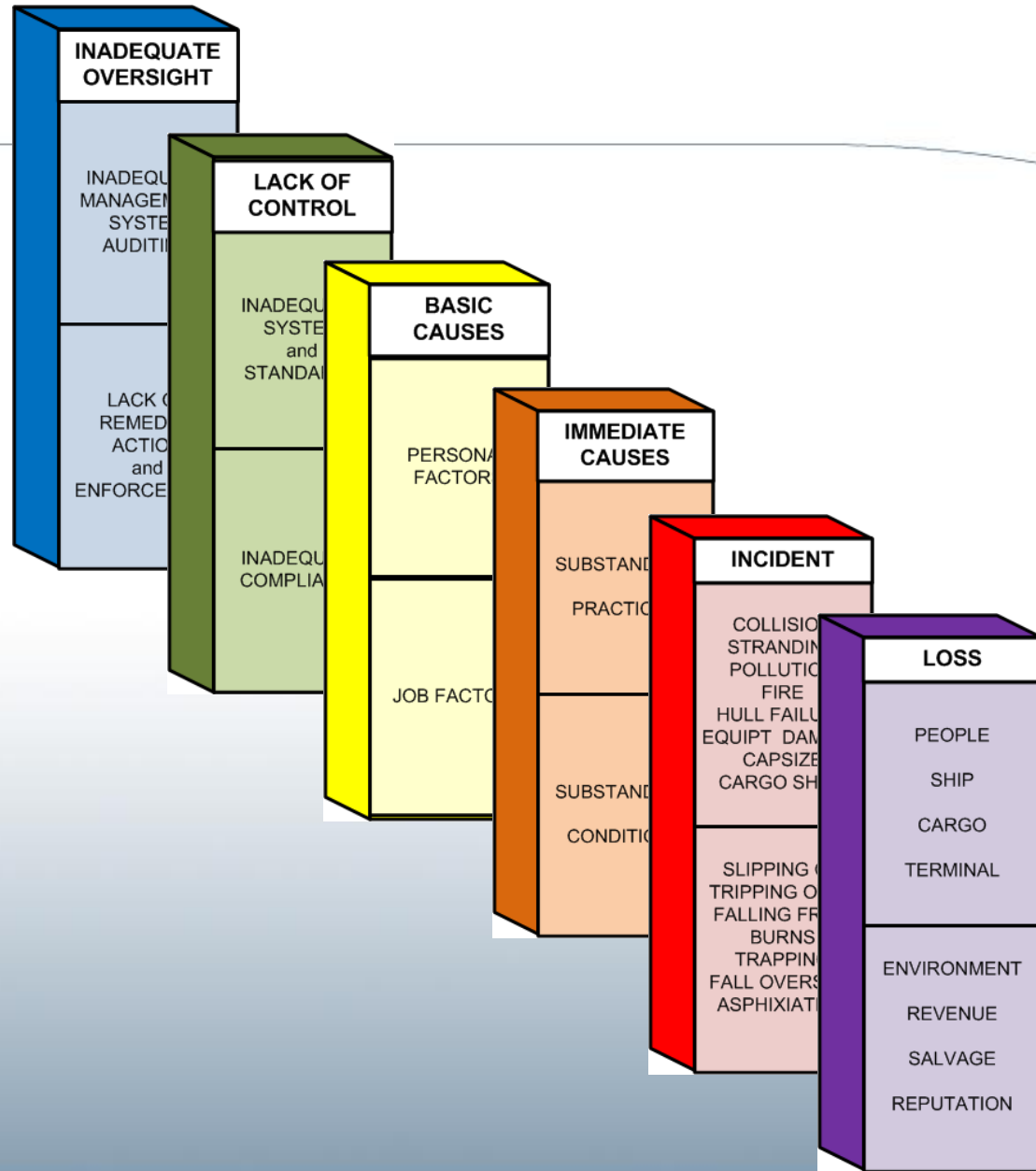


Baltic Accident

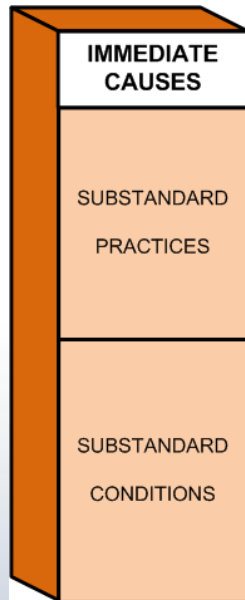
The Analysis

Captain Andrew Mitchell

**Marine Director
RTI Ltd. London**



Silvia



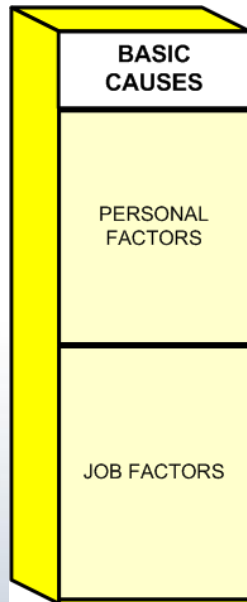
Substandard practices

- Ship allowed to set to the east of centre line of Route
- Possibly improper speed in current conditions
- Only small scale charts laid off
- Who had the con?
- Total reliance on ECDIS
- No formal ECDIS training carried out
- Watchkeeper left the bridge to check spurious alarm
- No early contact with other ship
- Sound signals made at last minute

Substandard conditions

- Outstanding speed input to ECDIS problem
- Only small scale charts laid off
- Improper speed in current conditions
- Spurious alarms from fire panel
- Reduced visibility

Silvia



Personal factors

- Master's dictatorial attitude
- Master too proud to ask for instruction on ECDIS
- OOW distracted by Master's conversation concerning relief
- OOW lack of situational awareness, ship drifting east off track
- OOW slack attitude with regard to position fixing
- C/O relationship with Master influenced command structure
- 2/O not firm with senior officers over ECDIS familiarity

Job factors

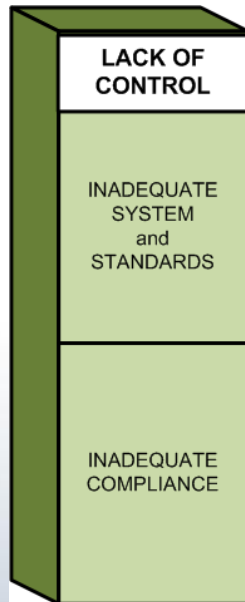
- Lack of leadership in shipyard re quality
- Outstanding commissioning problems not addressed
- Interim SMC issued by a non IACS member
- No risk mitigation to address known problems
- No Master's Standing Orders
- Lack of compliance with COLREGS

Who is to blame?

Could it be the Master?

Maybe.... and easy to look no further!

Silvia



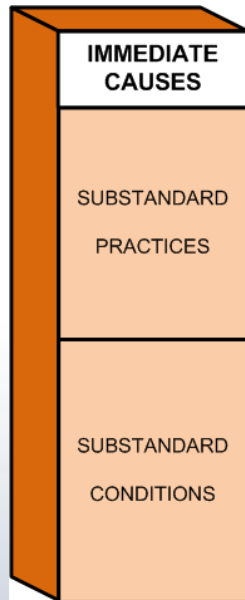
Inadequate system and standards

- Inadequate ship commissioning procedures
- Inadequate company training programme
- Inadequate familiarisation programme
- Inadequate operational procedures
- Inadequate internal auditing procedures
- Inadequate auditing by Recognised Organisation

Inadequate compliance

- By Managing Director
- By Operations Director
- By Superintendent
- By Training Manager
- By Master
- By Chief Officer
- By Second Officer

Northern Glow



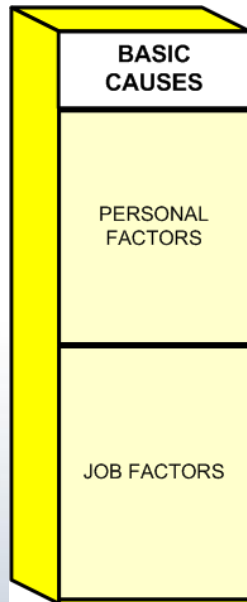
Substandard practices

- Master under orders to “expedite”
- Ship at full sea speed in reduced visibility
- Navigation by “eye” from Radar
- Chart plots every 30 minutes
- Master incapacitated?
- C/O had been “on his feet for 36 hours”
- 2/O still laying off voyage charts
- No contact with other ship
- No sound signals made
- Watchkeeper off the bridge calling the cook

Substandard conditions

- Critical spares not onboard
- Reliance on emergency generator
- Continuing problems with internal telephone system
- 2/O new to company and newly promoted
- Passage plan not completed
- Reduced visibility

Northern Glow



Personal factors

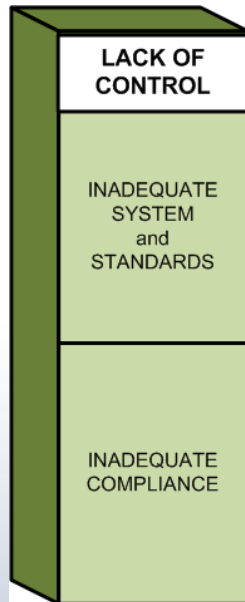
- Master stressed over voyage plans
- Master stressed over family concerns and non relief
- C/O working excessive hours and fatigued
- OOW slack attitude with regard to position fixing
- 2/O unfamiliar with ship and company
- 2/O possibly inexperienced and stressed

Job factors

- Critical spares not supplied in timely manner
- Class items outstanding
- Ship delayed 12 hours awaiting critical spares
- No risk mitigation to address known problems
- Inadequate handover period for 2/O
- Inadequate supervision of new and newly promoted staff
- Lack of compliance with COLREGS

Once again...the Master?

Northern Glow



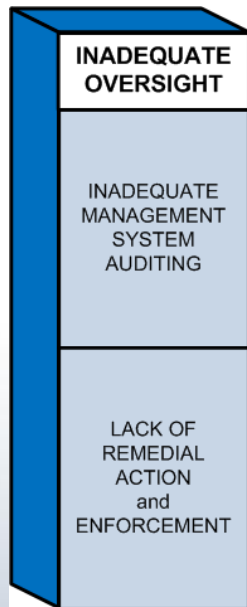
Inadequate system and standards

- Inadequate purchasing procedures
- Inadequate employment procedures
- Inadequate familiarisation programme
- Inadequate operational procedures re handovers
- Inadequate maintenance procedures
- Inadequate internal auditing procedures

Inadequate compliance

- By Managing Director
- By Operations Director
- By Superintendent
- By Training Manager
- By Purchasing Manager
- By Master
- By Chief Officer
- By Second Officer

... is this the heart of the onion...?



The "heart of the onion" is a metaphor for a journey – peeling through the layers of raw feeling and emotion; peeling away layers of conditioning and illusion; and connecting with the truth...!

Barry Goldstein

- What motivates the flag?
- Are they proactive in seeking improvement?
- Do they stand back and let others do the job?
- Do they monitor their Recognised Organisations
- Do they monitor their clients?
- Are they full of good intent.....but.....
- Do they care?

Baltic Accident

