



**ROYAL CANADIAN MARINE
SEARCH & RESCUE**
Saving Lives on the Water

Lessons Learned Report 2015-001

The RCM-SAR is committed to enhancing the safety of our members and vessels through continued learning and awareness. To achieve this, we will be sharing real incidents that have occurred throughout the province with all members. We hope that by doing this all station leaders will create a dialogue with their members to discuss the incident and how it could be applicable to them.

Incident:

On an overcast evening in January, a station had a grounding incident while conducting training for a crew member about to take the SARNav1 course in an open boat. The plan was for the crew member to take command of the vessel, navigate the vessel into a narrow channel and then continue on to circumnavigate a small island adjacent to the channel. It was clear and dark at the time. The vessel got underway and the crew member was in command. Upon entering the channel at a speed of 22knts, the turn to port was initiated too late and the vessel ended up on the rocks on the opposite side of the channel. There were no injuries and limited damage to the hull.

Root Causes:

There were a number of factors that contributed to the grounding incident that were identified by the station and crew members on board.

The immediate causes of the grounding:

- Situational awareness. The coxswain on board supervising realized that the plotter was ranged out too far moments before the impact. He instructed the crew member to range down but it was too late.
- Safe Speed (Rule 6 – *see below*). The vessel was travelling too fast for the nature of the operation and inexperience of the crew member training.
- Look Out (Rule 5 – *see below*). The other crew on board didn't report the rocks ahead and the close proximity the side of the channel.
- The vessel only has one plotter that makes it challenging for training.

Lessons to be learned:

- All crew should be briefed on the intended route prior to departing so everyone understands where the vessel is supposed to be going and can speak up if they feel that plan is being deviated from. This enables all members to have situational awareness, including alterations they expect to happen (i.e. prior to the turn, the lookout should mention they see the agreed turning point on the vessels port beam to commence the alternation into the channel).



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- When in doubt stop. All members on board are responsible for the safety of the vessel. If everyone is equipped with the right information before leaving the dock, they are each informed to make a decision and stop the vessel if they feel something is wrong. This action should never be questioned by the rest of the crew and should be welcomed in any responsible navigational team.
- Review of the fundamental safe practices of navigation. Safe speed, proper lookout, correct plotter scale for proximity to land.

If you have any incidents or experiences you feel would be valuable to share with the rest of the organization please contact the Safety Officer at graeme.bergh@rcmsar.com

Graeme Bergh
Safety Manager

Stan Warlow
Executive Officer

Collision Regulations

RULE 5

Look-out

Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

RULE 6

Safe Speed — International

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:



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(a)

By all vessels:

- (i) the state of visibility,
- (ii) the traffic density including concentrations of fishing vessels or any other vessels,
- (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions,
- (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights,
- (v) the state of wind, sea and current, and the proximity of navigational hazards,
- (vi) the draught in relation to the available depth of water.

(b)

Additionally, by vessels with operational radar:

- (i) the characteristics, efficiency and limitations of the radar equipment,
- (ii) any constraints imposed by the radar range scale in use,
- (iii) the effect on radar detection of the sea state, weather and other sources of interference,
- (iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range,
- (v) the number, location and movement of vessels detected by radar,
- (vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

Safe Speed — Canadian Modifications

(c)

In the Canadian waters of a roadstead, harbour, river, lake or inland waterway, every vessel passing another vessel or work that includes a dredge, tow, grounded vessel or wreck shall proceed with caution at a speed that will not adversely affect the vessel or work being passed, and shall comply with any relevant instruction or direction contained in any Notice to Mariners or Notice to Shipping.

(d)

For the purpose of paragraph (c), where it cannot be determined with certainty that a passing vessel will not adversely affect another vessel or work described in that paragraph, the passing vessel shall proceed with caution at the minimum speed at which she can be kept on her course.