



KISH P & I LOSS PREVENTION CIRCULAR KPI-LP-156-2014 **(Reliance on ECDIS Leading to an Accident & Lessons to Learn)**

► The Accident:

A bulk carrier was grounded, causing water ingress and damage to the hull plating. The incident happened when the navigator adjusted course to avoid collision with two vessels in the vicinity, but failed to check his own ship's position and projected track on ECDIS. The ECDIS was the official chart system (no paper) and the unit's audible anti-grounding alarm was not connected.

► How it happened:

The Master had handed over navigational duties to the third officer as the vessel entered a narrow strait on autopilot. A safety contour of ten metres had been set on the main ECDIS unit, but this was inadequate for the conditions, given the sailing draught of 10.63 metres. None of the bridge officers had received familiarization training for the type of ECDIS fitted onboard, so they did not question the inaccurate contour setting. The third officer adjusted course to avoid collision with a sailing vessel. As he did so, a second ship came into view, necessitating a further adjustment to starboard. The third officer was concentrating on avoiding the collision, and relying on the ECDIS to activate an alarm and warn him of any danger of grounding. The ECDIS unit did, in fact, pick up the risk of grounding as the bulk carrier moved towards shoal ground and activated a visual warning. However, the ECDIS display was set up so that the OOW had to face to starboard to see the screen. Because he was looking ahead

at the other vessels, rather than at the screen, the officer did not see the alarm. The audible alarm was not connected and so failed to alert him.

Once he realized the grounding was imminent, the third officer alerted the Master, who attempted to rectify the mistake by ordering the wheel hard-a-port. However, this was not sufficient to prevent the grounding.

► The points to ponder:

- ✓ Over-reliance on equipment & complacency;
- ✓ Lack of training as well as familiarization;
- ✓ Poor bridge layout & ergonomics;
- ✓ Missing the most important of navigation which is fixing & maintaining the accuracy of the position;
- ✓ Lack of support from the Master & bridge resources/team management in general.

► Improvement measures taken:

- ✓ The main ECDIS unit was repositioned adjacent to the starboard radar, making it possible to use the ECDIS while looking forward;
- ✓ The unit was reconnected to the functioning audible alarm;
- ✓ Training was arranged for relevant personnel to cover ECDIS familiarization onboard;
- ✓ Officers attended a bridge resource management course.