

Fatigue – two watch ships

Eric Murdoch
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The Standard



P&I Clubs

- clubs are expert in knowing what can go wrong on ships because essentially we cover things that go wrong



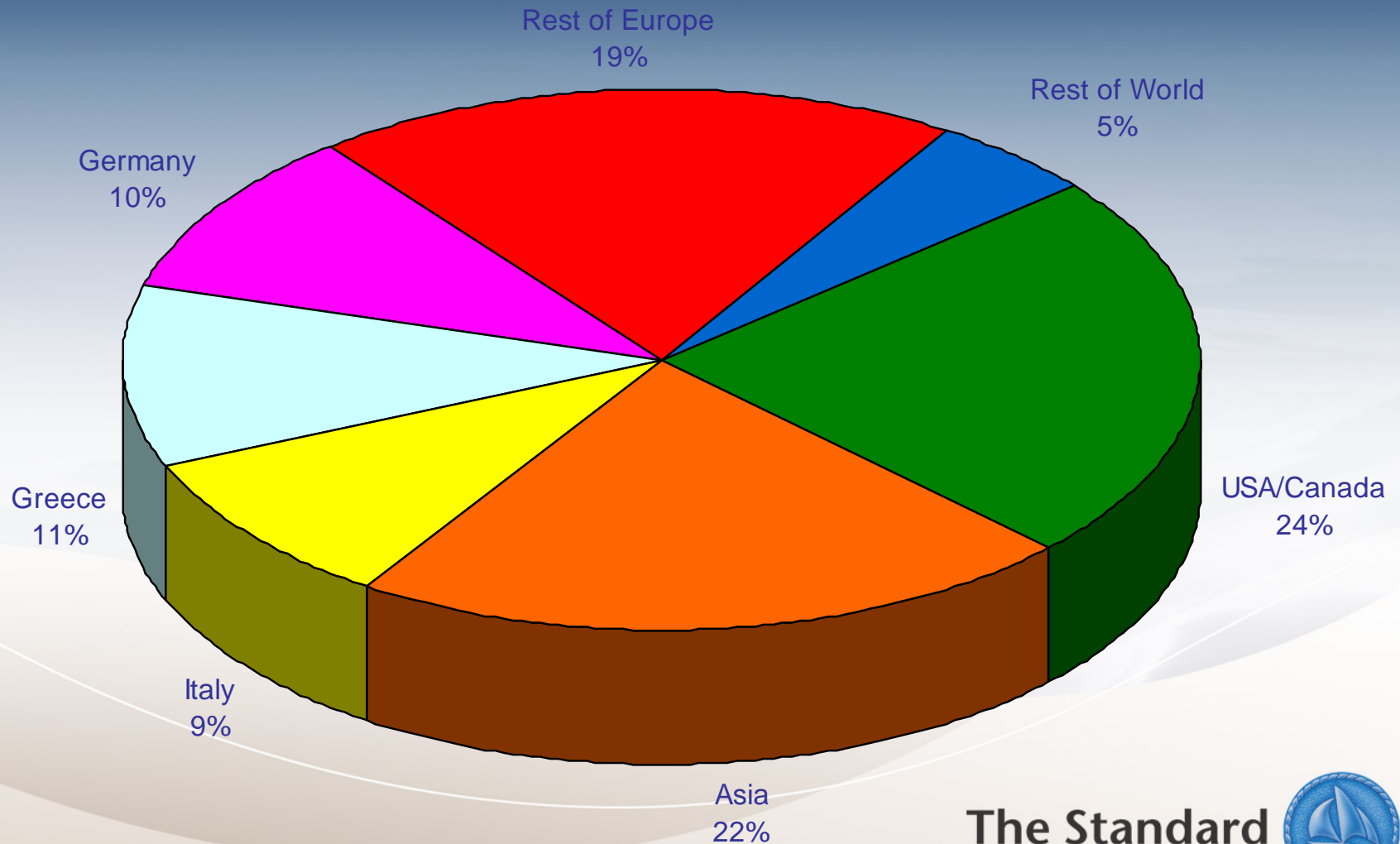
The Standard Club

- underwrites in every market and covers a representative sample of the world fleet



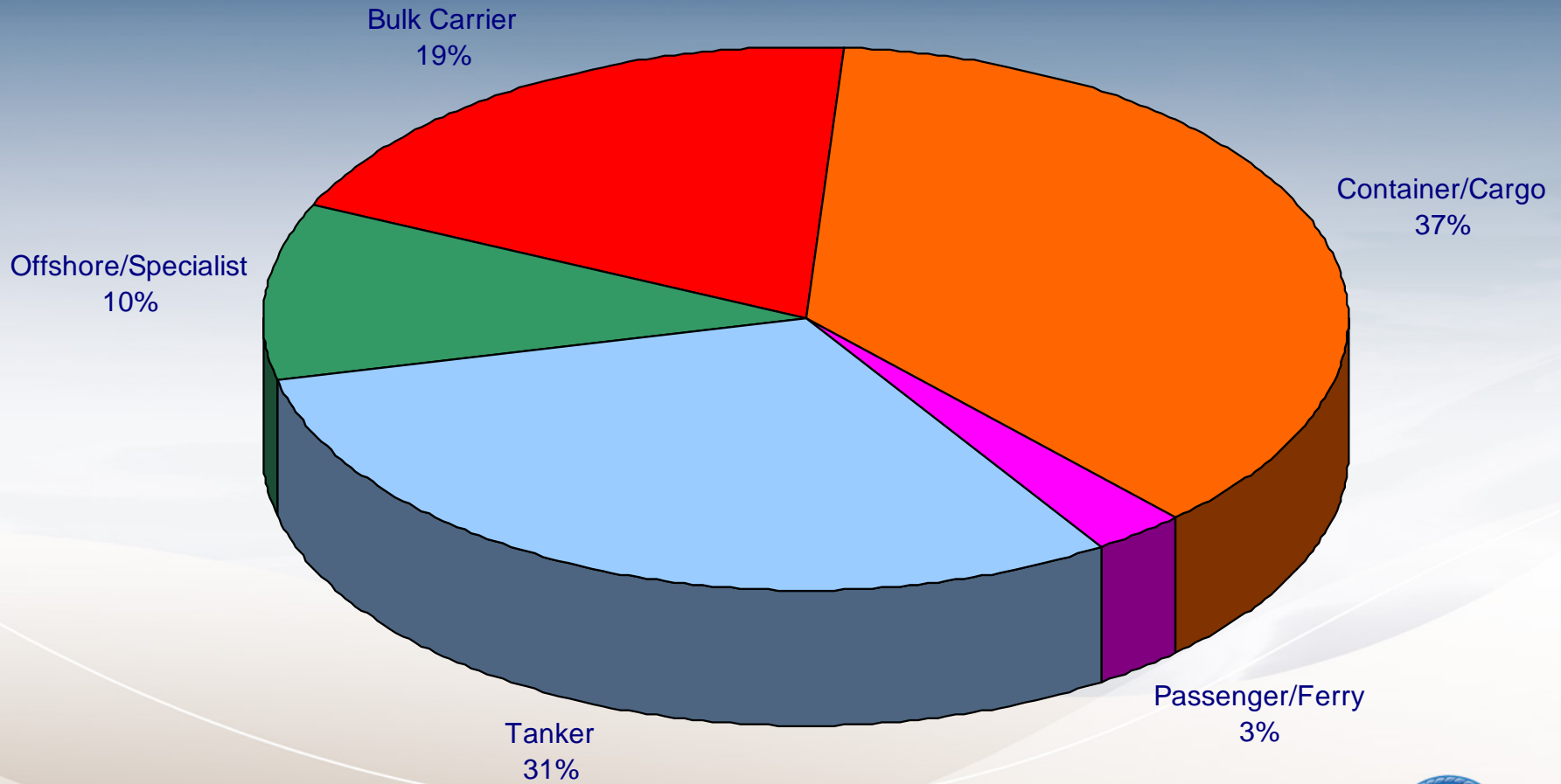
Members by region

as at 20 February 2008



Ship types entered in Club

as at 20 February 2008

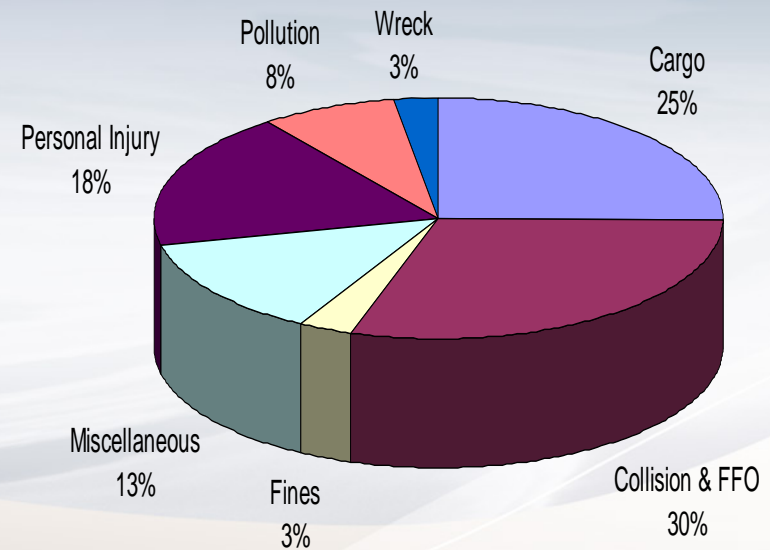
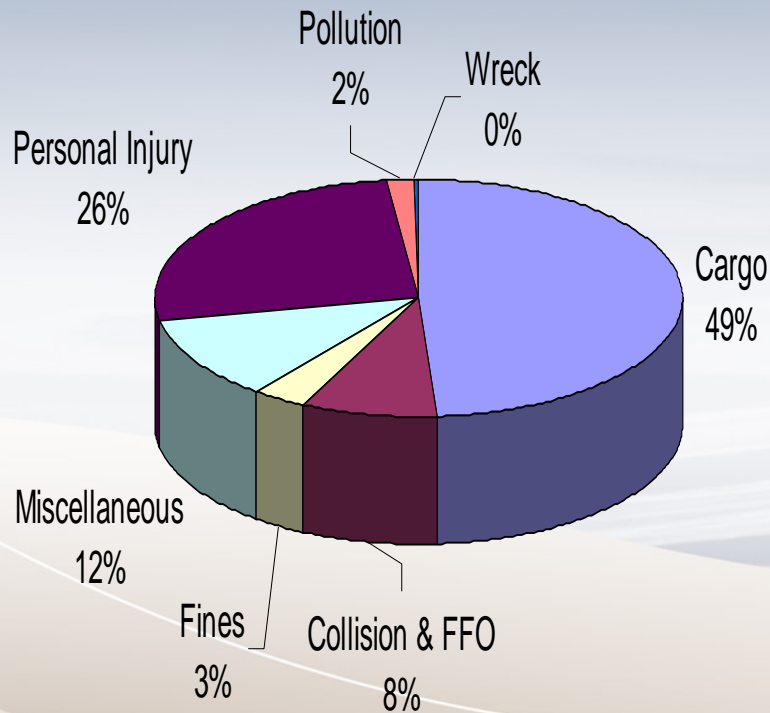


Nautical issues

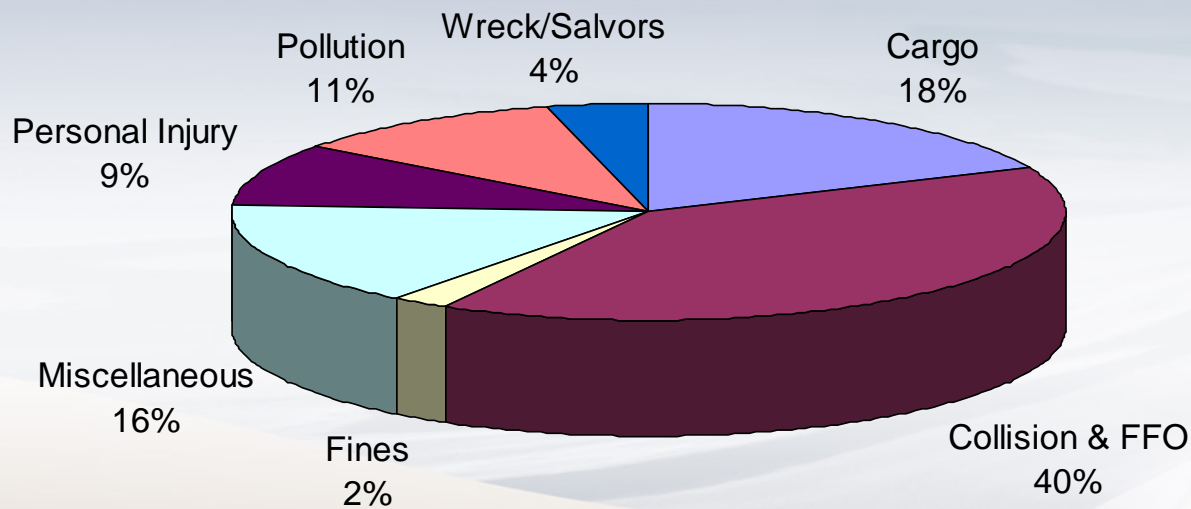
- some of the largest and most expensive claims have been caused by failure on the bridge
- these claims are not just collision and dock damage but are pollution, explosion and total loss



All claims 2000-2008 by number and cost

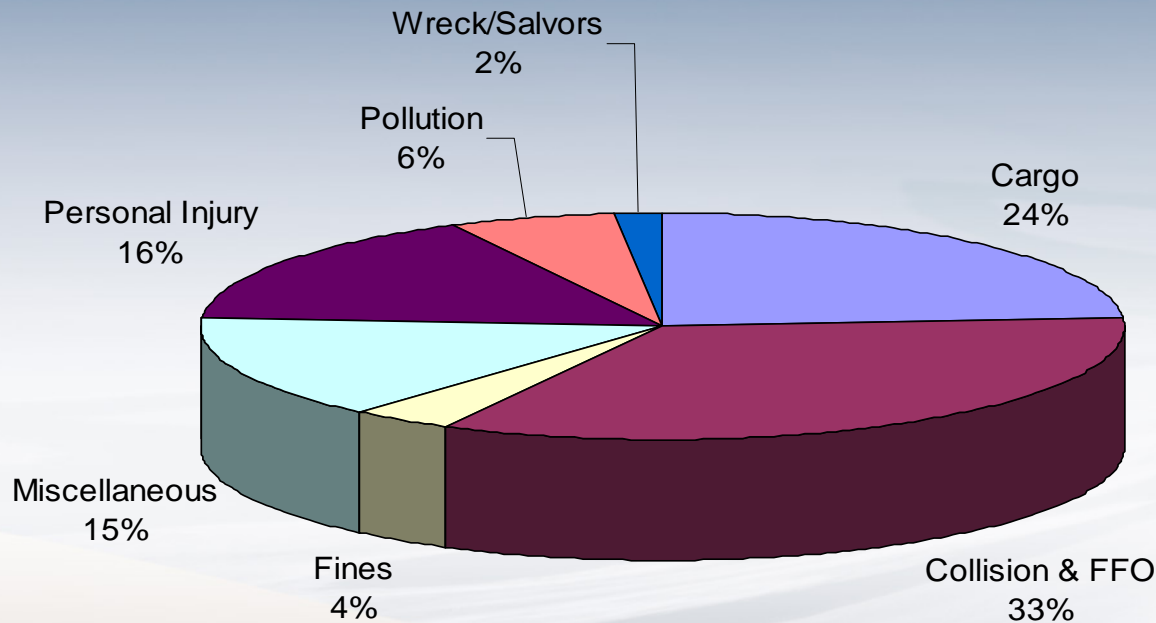


Claims exposure by risk type (> \$500k) (2000-2008)(cost)



Claims exposure by risk exposure

No of claims (>\$500k) (2000-2008)



Nautical issues - Costs

- in 1997 annual claim cost was \$3m
- in 2003 annual claim cost was \$12m
- from 2000 to 2008 there were 1850 claims costing \$176m of which 58 cost \$142m



- it will come as no surprise that the majority of incidents are caused by mistakes rather than equipment failure



Human Error in accidents

- Du Pont - people actions account for 96% of all injuries
- Heinrich - 80-90% of accidents are down to human error
- Kletz - 50-90% of accidents are due to human failings



- mistakes are not made by machines they are made by people like you and me



Typical mistakes - collisions

- driving too fast
- not keeping a proper lookout
- making small alterations of course
- agreeing a course change over the VHF
- not giving way
- failure to reduce speed



Typical mistakes - berthing

- approach speed too high
- wrong angle of approach
- insufficient tugs used
- anchors used too late or not at all
- flawed manoeuvre
- no proper planning
- failure to control the bow



Typical mistakes on the bridge

- failure to communicate
- failure to establish formal watch procedures
- failure to passage plan
- failure to ascertain a pilot's intention
- failure to monitor a passage
- failure to work as an organised team



Human element studies

The MCA concluded that the three most common causal factors were

- incorrect knowledge, skills & attitudes
- failure to appreciate the situation
- failure to take corrective action

...why...training/fatigue/working stress



At sea today

- not for the love of the job
- as a means to an end
- looking for rapid promotion
- sailing on their ticket
- junior officers may lack practical experience



Survey findings

- rapid promotion has resulted in senior officers with little practical experience
- sea staff show no leadership and wait to be told
- on the bridge – nobody checks the compass or identifies navigation marks or takes a bearing



Supervision

- collision avoidance is learnt in the classroom but application is on-board in real life situations
- a master can only supervise a junior officer by observation



Two mate ships - an experience never forgotten

- sailing North Europe/Mediterranean in January
- at sea - 5 hours on 5 hours off
- in port - the night shift
- during pilotage - on stand-by
- arrival/departure - at stations



Two mate ships - an experience never forgotten

- meal break if you were lucky
- never more than 3 hours sleep in a single session
- no sleep in bad weather
- constantly tired ...more dead than alive...and we had a Master, Mate and Second Mate



- the majority of ships covered by the Standard Club trade deep-sea and are manned with a Master and three deck officers

An industry in crisis

With the present crewing crisis the maritime industry has now passed the time where there is a need for additional engineering safe guards, procedures or legislation. The industry needs immediate action to train, develop and improve the people.

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- and this assumes the people are not dead on there feet as I was after only a short period on a two watch ship



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