

Crew error – examples, consequences, what can be done?

Copenhagen

Ivar T. Brynildsen, Senior Claims Executive, Gard AS

Crew error –

- Examples and consequences
- What is really crew error?
- What can be done?

SERVER 12.Dec. 2006 - Fedje





Oljesølet ved Fedje

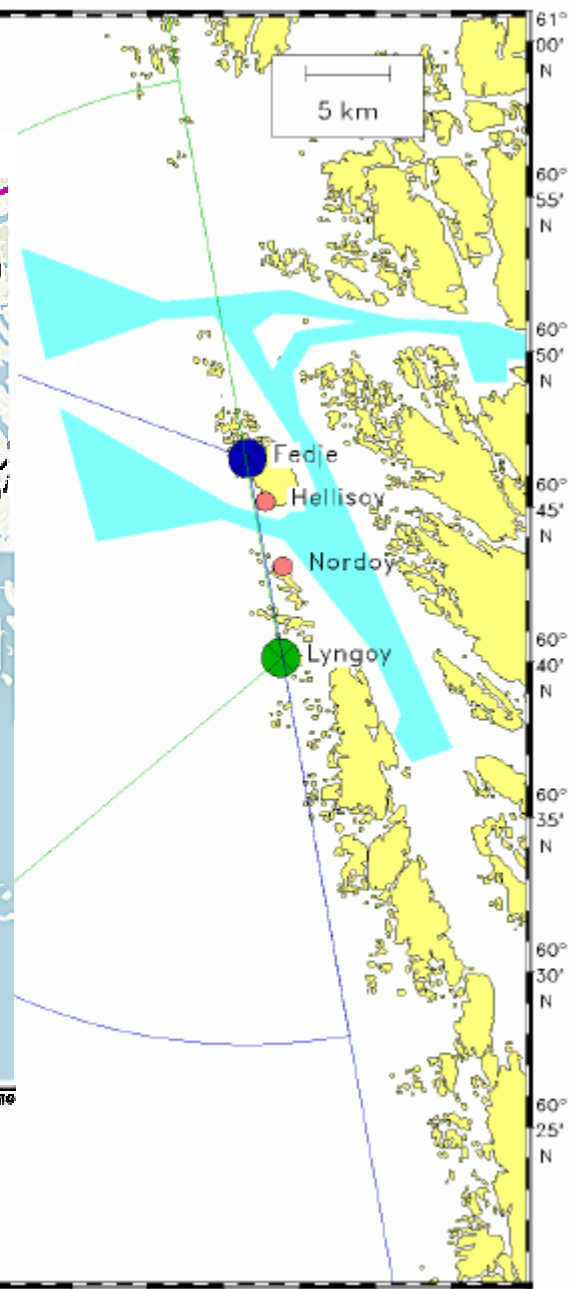
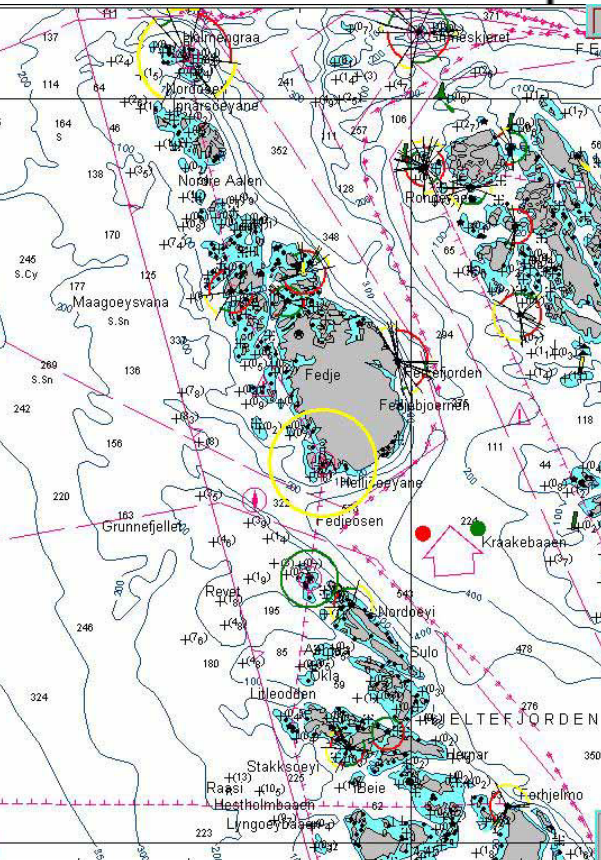
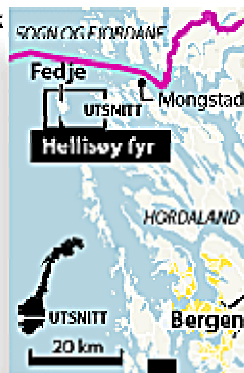
Bulkskipet M/S «Server» forliste og brakk i to ved Hellisøy fyr utenfor Fedje fredag. Skipet hadde 585 tonn bunkersolje og 72 tonn diesel ombord da ulykken skjedde.

Skipet brakk i to på stedet der den største oljetanken befant seg. Tanken inneholdt 290 tonn tung olje.



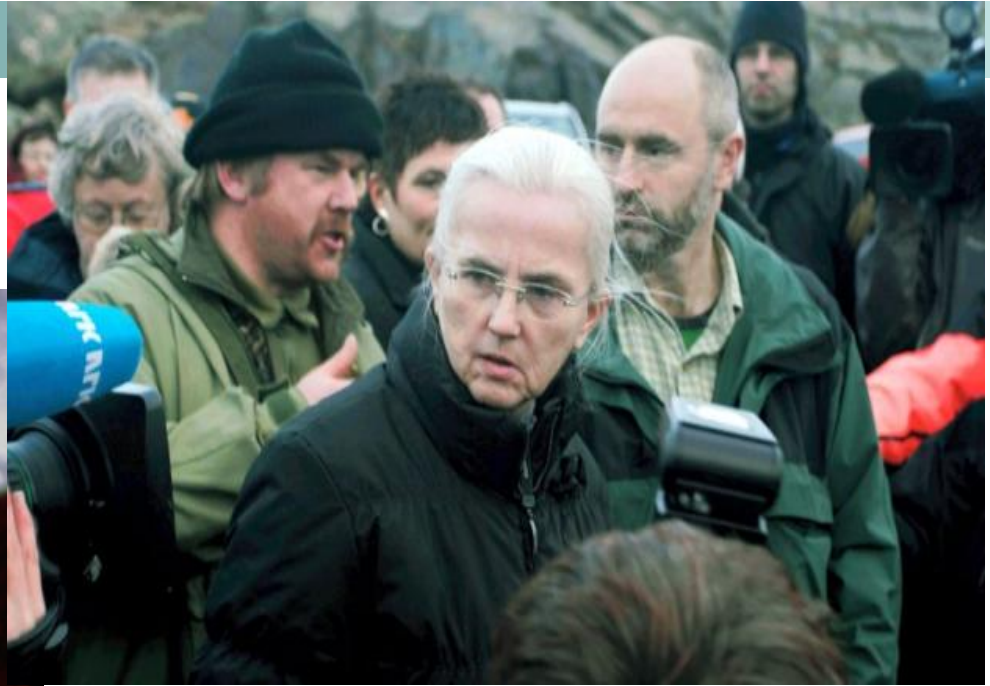
Forskipet er slept bort fra havaristedet.

Akterskipet har sunket på havaristedet.



4°33.090' E

45° 50' 55' 4°E 5' 10' 15' 20' 25' 30' 35' 40' 45' 50' 55'

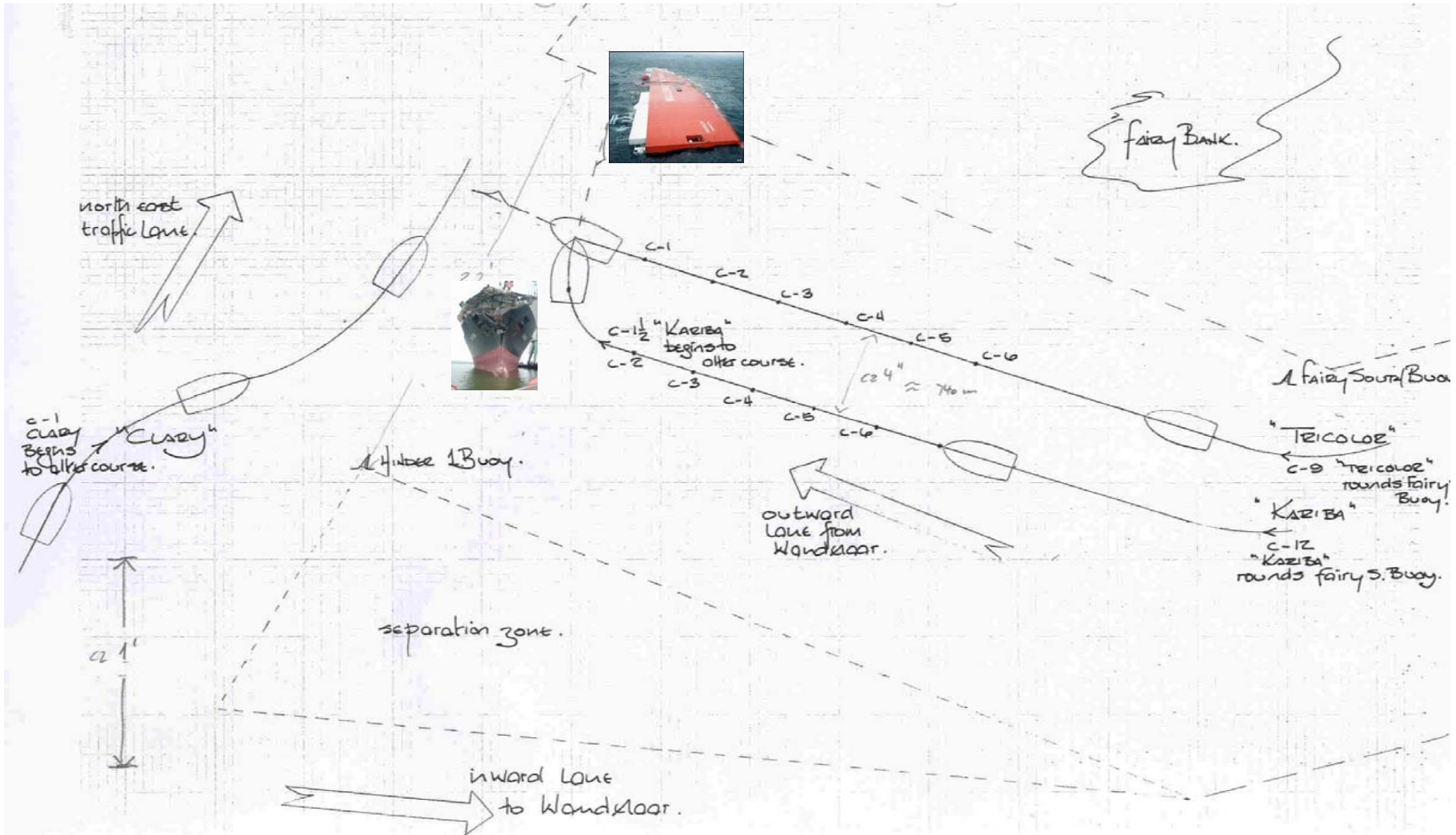


2400 leserbilde

TRICOLOR/KARIBA 14.12.2002



TRICOLOR/KARIBA 14.12.2002





TRICOLOR/KARIBA 14.12.2002

Total loss (H&M)	24 mill
HI + FI	12 mill
Oil removal (P&I)	5 mill
Wreck rem. (P&I)	>30 mill
Pollution claims (P&I)	
<u>Cargo value</u>	<u>90 mill</u>
	161 mill
+ legal costs???	



Cargo damage – “PRODTANK”

- Mogas 15763 mt
- HSD 20726 mt (USD 13 mill)

HSD off spec by contamination from Mogas



Source of contamination-

vapor through
leaking IG valves

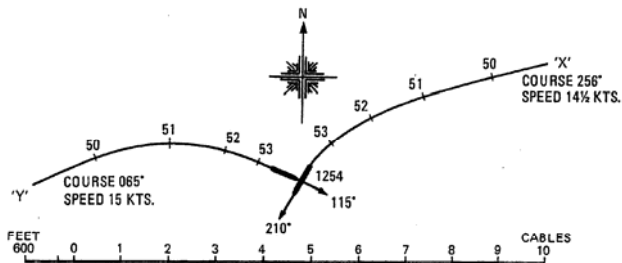


Consequences;

- Loss of lives
- Pollution
- Huge costs
- Bad publicity
- Increased regulations

What is crew error?

- Negligent errors
 - Carelessness, laziness, recklessness



What is crew error?

- Inflicted (non-negligent) errors
 - Training, competence, experience (on board and ashore!)
 - Mismatch in interface between man, design and work environment.

Regulations - Compliance

- Compliance for the sake of compliance – not for the sake of real safety and quality?
- Complacency with an impressive paper regime – but have anything really changed?

Compliance (at any cost);

- Obligatory life boat drills every 3 months
- Lots of accidents
- Many killed and injured
- No acceptance and action take until recently.



Other typical "crew error" cases;

TradeWinds

OMI enters guilty plea in oil dumping

Date: 16 March 2004

Stamford-based tanker owner OMI Corp has agreed to a **\$4.2m fine** and entered a guilty plea to failing to keep an oil record book in one of its vessels in settlement of a 2001 pollution incident



OMI absorbs \$4.2m fine.



Department of Justice

**FOR IMMEDIATE RELEASE
THURSDAY, MARCH 18, 2004
WWW.USDOJ.GOV**

The master and two crew members of bulk xxx that arrived at the Port of Long Beach on Sep 10, were arrested this morning on federal pollution charges for allegedly dumping oil-contaminated waters into the Pacific Ocean.

An inspection on Sep 15 revealed a pipe system to bypass the oil-water separator, according to the affidavit, and inspectors found evidence that oil had recently been discharged.

The criminal complaint charges all three defendants with making false statements to Coast Guard investigators and obstructing justice by falsifying records.

Additionally, the master is charged with obstruction of justice for instructing the chief engineer not to answer questions posed by Coast Guard investigators. The Master could be sentenced to as much as 20 years in federal prison.

Bridge watchkeeping Safety Study -

- Efficiency and alertness decrease dramatically after a few days
- "Jet Lag" increase the effect
- Night watch is specially burdening
- Watch system often based on requirements for "Safe Manning"

What can be done

- Short Term (Immediately) –
 - Review the watch-and tenure systems
 - Attract more people and good people
 - Shore side management must get involved
 - Train officers in Management



What can be done

- Long Term
 - Work within the regulatory system to improve standards for working conditions
 - Time to demand a more active involvement of the Shore side infrastructure?



Thanks for the attention

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