

Action Taken following a close quarter situation by Ushant VTS



Affaires Maritimes – CROSS Corsen

IMO references:

COLREG 72

SOLAS 74 - § IX ISM Code

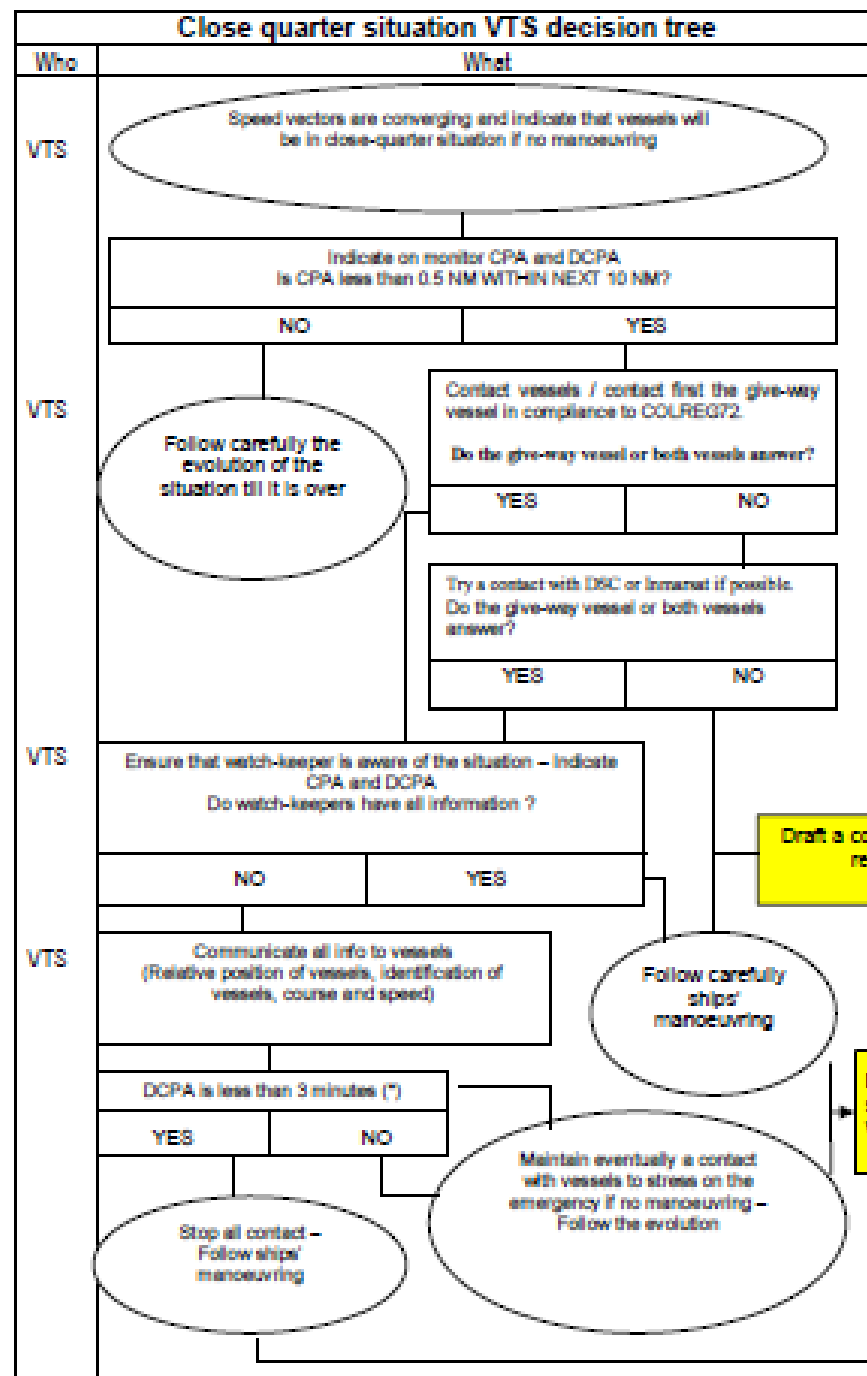
IMO Res.A 857(20) guidelines for VTS

MSC-MEPC.7/Circ.7

guidance on near-miss reporting

IALA references:

**Recommendation V-103 on standards
for training and certification of VTS personnel**



Draft a contravention report

Draft a close quarter situation notice – Record vessels radar and AIS tracks

(*) delay to set depending of the VTS navigation conditions and sensors

CROSS
CORSENFICHE DE SITUATION
DANGEREUSESERVICE
CIRCULATION1- Nature de la situation¹

Date / Heure : 01/06/2010 – 19h 47Z

Situation à risques ☐Situation rapprochée ☒Abordage ☐

2- Navires impliqués

Nom du navire	N°OMI Ou Immat	Pavillon	Type de navire	Lht (m)	Position lors de l'évènement (longitude et latitude)	Vitesse (nds)	Route lors de l'évènement
APL AUSTRIA	9444285	LIBERIA	Porte- conteneur	300	Lat 48°38.07 N Lon 005°40.05W	19.7	034
ANKIE	9331359	PAYS-BAS	General cargo	90	Lat 48°39.24 N Lon 005°39.58W	12.3	027
ORANESS	8416786	DANEMARK	Transport d'huiles alimentaires	79	Lat 48°39.28N Lon 005°39.37W	9.3	030

3- Description de l'évènement

Situation la plus critique

CPA : -

TCPA :-

Position par rapport à la côte : 294 / stiff / 26.6 nm

Visibilité 10 nm

Evolution du (des) navires²

Le porte-conteneur APL AUSTRIA fait route dans la voie montante du DST en rattrapant le general cargo ANKIE ainsi que le transport d'huiles alimentaires ORANESS proche de la zone de séparation de trafic qui se situent sur son avant tribord.

Cependant le M/V APL AUSTRIA va virer sur tribord pour passer dans la voie de séparation de trafic afin de doubler les 2 navires les laissant sur son babord.

4- Analyse

Le porte conteneur APL AUSTRIA passe dans la voie de séparation de trafic pour gagner du temps.

5-Conclusion

Le porte conteneur APL AUSTRIA aurait du rattraper les deux navires en laissant sur tribord.

6-Pièces jointes

Impression écran ☒Fiche(s) navire(s) ☒

Autres (préciser) :

Bilan sur l'intervention de Ouessant Trafic

Le navire a change sa route suite à l'appel du STM

Oui ☐Non ☒Le navire n'a pas répondu ☐



19:53

01/06/10

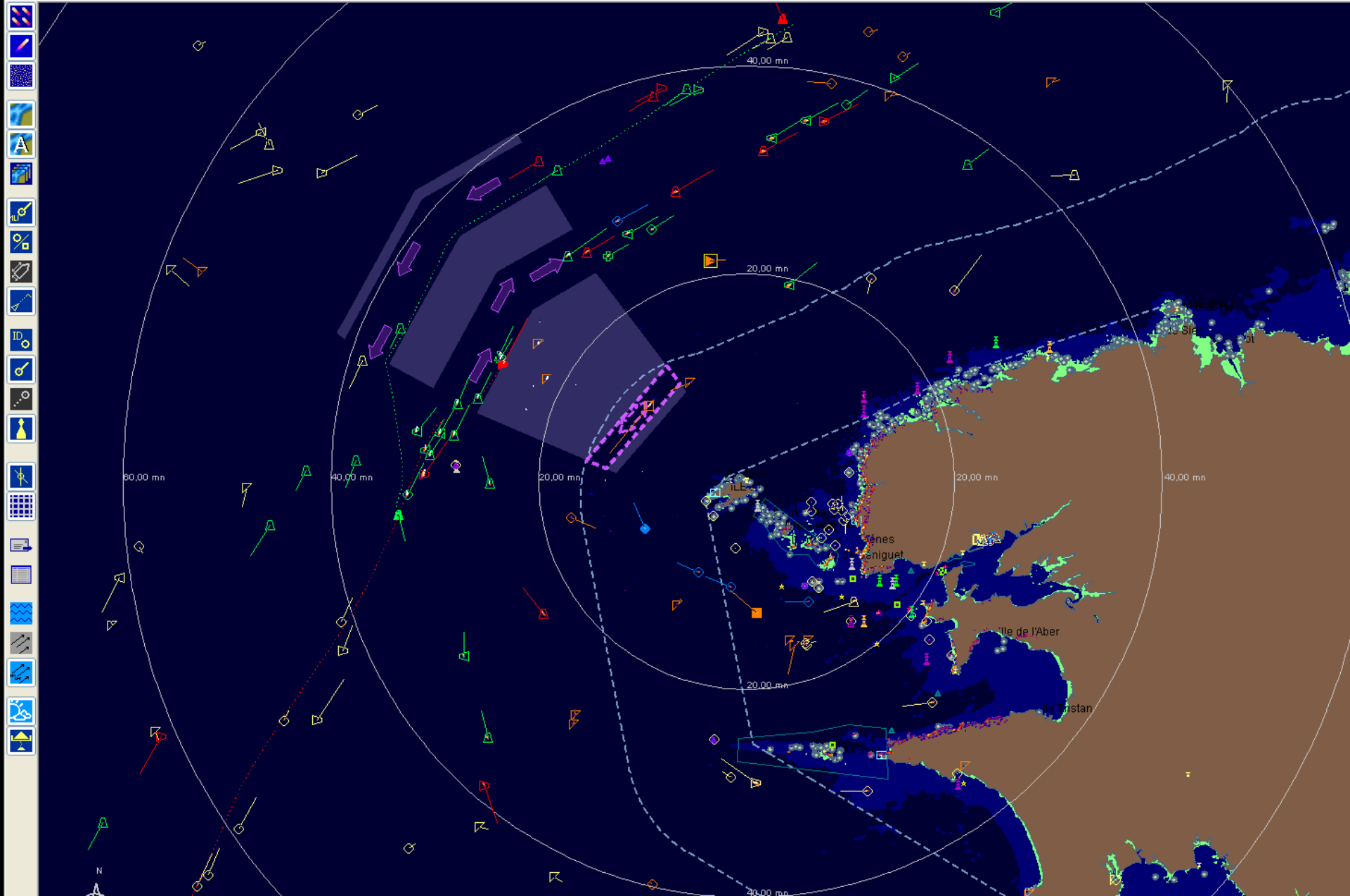
ALKIONA

15,0 min

4 (4,0 min)

Stiff1

Approche Edition Rejeu Surveillance Météo





19:46

01/06/10

ALKIONA

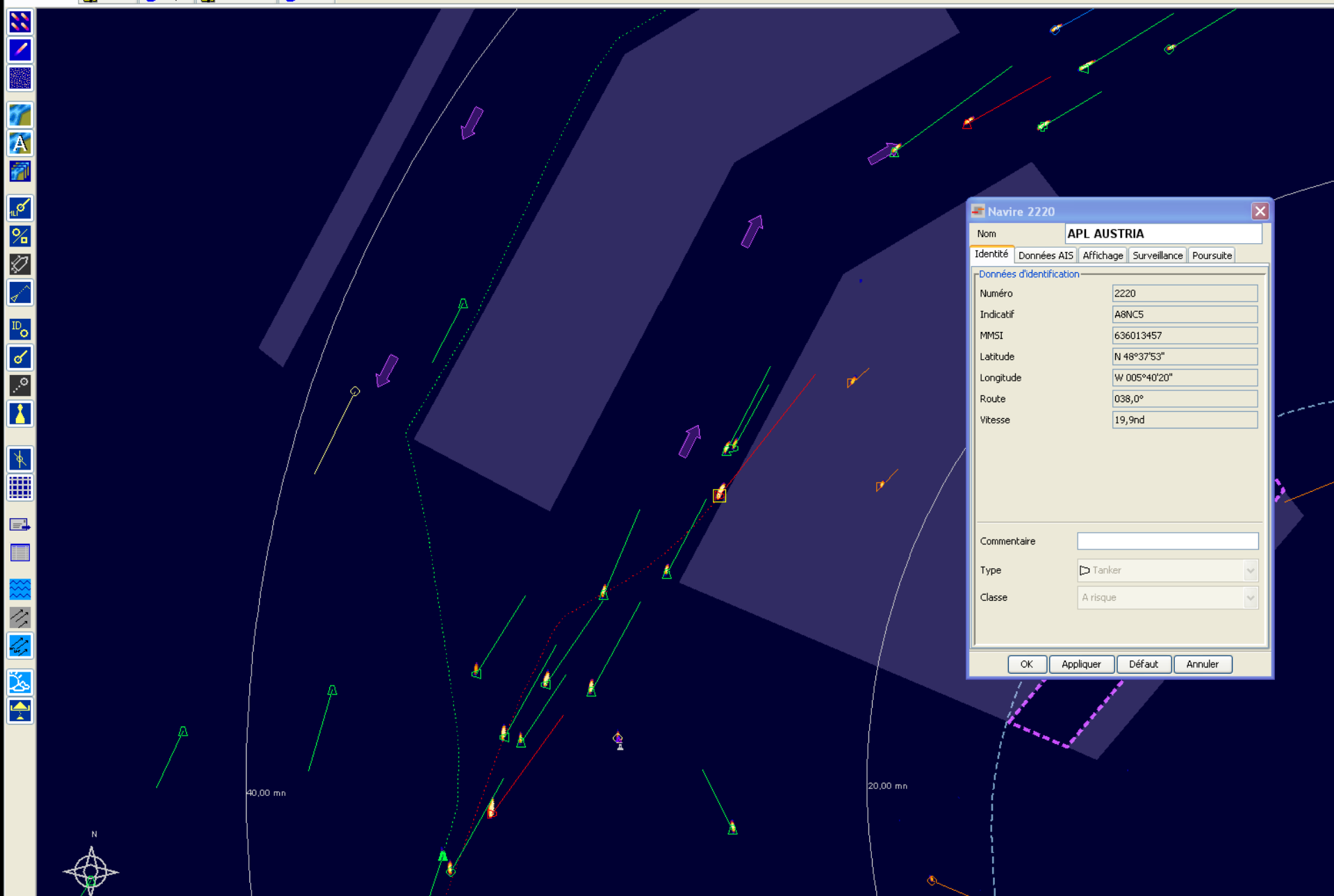
15,0 min

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Stiff1

Indisp

Approche Edition Rejeu Surveillance Météo



Navire 2220

Nom

APL AUSTRIA

Identité

Données AIS

Affichage

Surveillance

Poursuite

Données d'identification

Numéro

2220

Indicatif

A8NC5

MMSI

636013457

Latitude

N 48°37'53"

Longitude

W 005°40'20"

Route

038,0°

Vitesse

19,9nd

Commentaire

Type

Tanker

Classe

A risque

OK

Appliquer

Défaut

Annuler



20:05

01/06/10

☐ ALKIONA

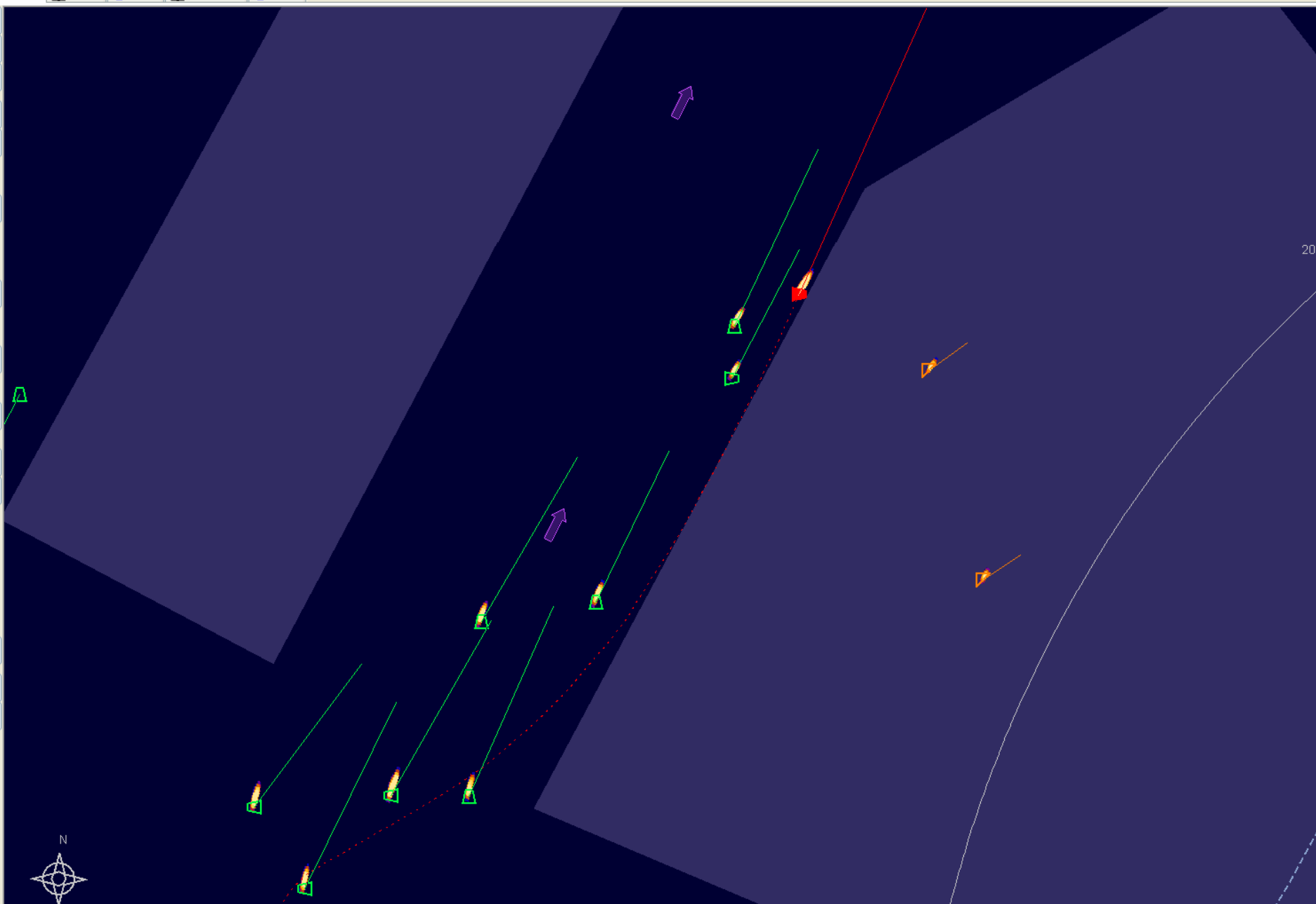
☒ 15,0 min

☐ 4 (4,0 min)

Stiff1

Indisp

☒ Approche ☐ Edition ☐ Rejeu ☐ Surveillance ☐ Météo



CROSS
CORSENFICHE DE SITUATION
DANGEREUSESERVICE
CIRCULATION1- Nature de la situation¹Date / Heure : 01/06 2010 / – 19h30 ZSituation à risques ☐Situation rapprochée ☒Abordage ☐2- Navires impliqués

Nom du navire	N°OMI Ou Immat	Pavillon	Type de navire	Lht (m)	Position lors de l'évènement (longitude et latitude)	Vitesse (nds)	Route lors de l'évènement
BALTIYSKIY 202	9057252	MALTE	GENERAL CARGO	89	Lat 48°28.573 N Lon 005°53.00 W	9.9	178
GOONYELLA TRADER	9146730	LIBERIA	Vraquier	288	Lat 48°28.49 N Lon 005°52.03W	13.2	038
CHRISTINA	9534262	LIBERIA	Cargo / Conteneur	108	Lat 48°27.22 N Lon 005°52.17 W	10.7	028
SANTA URSULA	9331220	PANAMA	Vraquier	190	Lat 48°26.45W Lon 005°53.32 W	13.6	029
AL AREESH	9325697	BAHAMAS	LNG	285	Lat 48°23.57 N Lon 005°53.03 W	15.8	033

3- Description de l'évènementSituation la plus critique

CPA : 0.23 nm

TCPA : 12.9 min

Position par rapport à la côte : 270 / stiff / 33 nm

Visibilité 10 nm

Evolution du (des) navires²

Le M/V Baltiyskiy 202, en provenance de St Petersburg et à destination de Nantes, quittant la voie descendante coupe le trafic montant composé de 5 navires dont 1 non-identifié. La manoeuvre engage des situations rapprochées avec l'ensemble du trafic montant.

Suite à l'appel de Ouessant trafic, rappelant les règles de barre, Le M/V BALTIYSKIY 202 vire sur tribord de manière franche afin de passer sur l'arrière du trafic montant.

4- Analyse5-Conclusion6-Pièces jointesImpression écran ☒Fiche(s)navire(s) ☒

Autres (préciser) :


☐Bilan sur l'intervention de Ouessant Trafic

Le navire a change sa route suite à l'appel du STM

Oui ☒Non ☐Le navire n'a pas répondu ☐

01/06/10

☐ ALKIONA

 15,0 min

4 (4,0 min)

Stiff1

Indisponible

 Approche
 Edition
 Rejeu
 Surveillance
 Météo

Navire 1138

Nom

BALTIYSKIY 202

Identité

Données AIS

Affichage

Surveillance

Poursuite

Données d'identification

Nom

1138

Indicatif

9HNQS

MMSI

256190000

Latitude

N 48°27'30"

Longitude

W 005°53'11"

Route

193,7°

Vitesse

9,5nd

Commentaire

Type

Cargo

Classe

Sans risque

OK

Appliquer

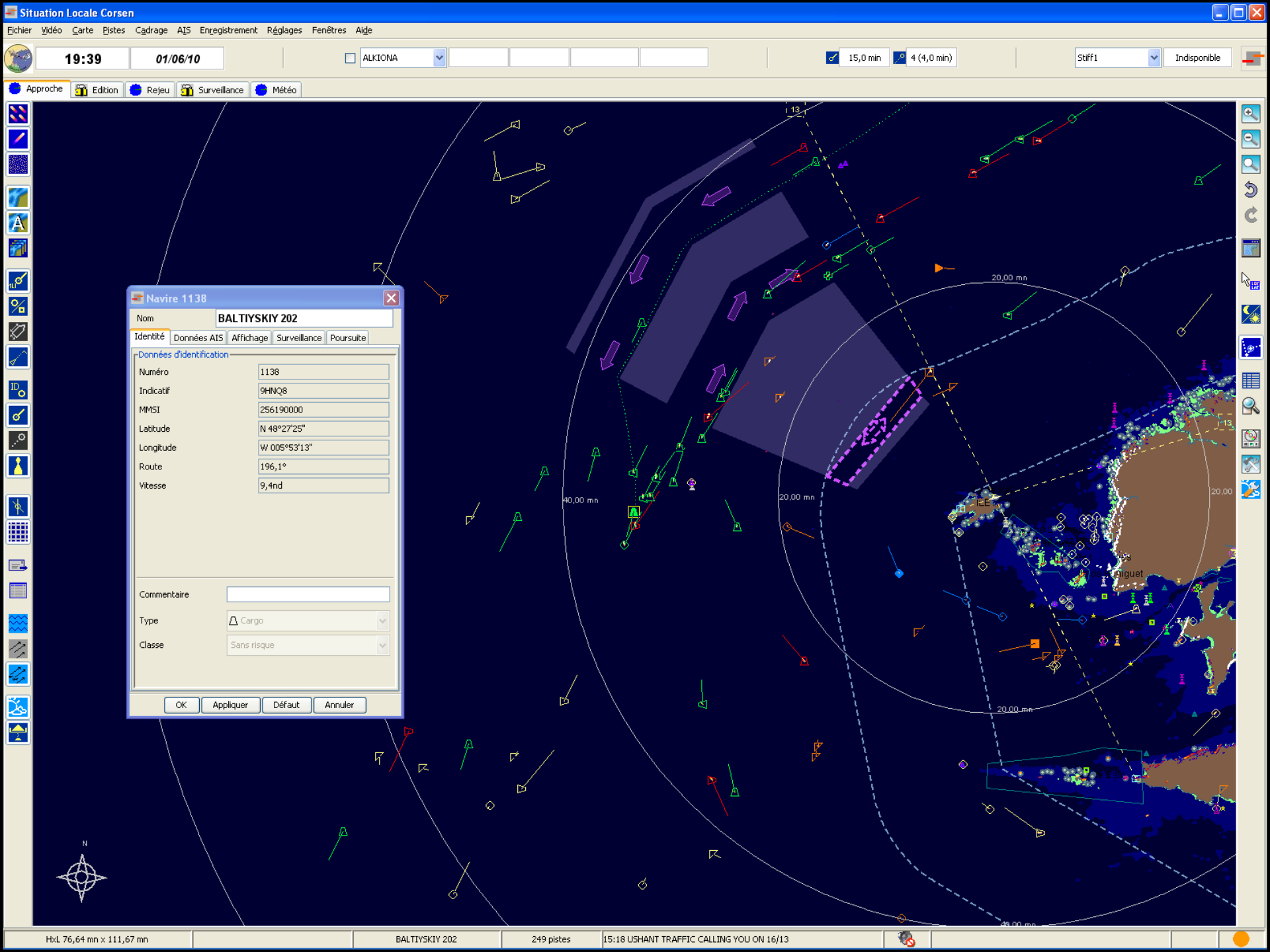
Défaut

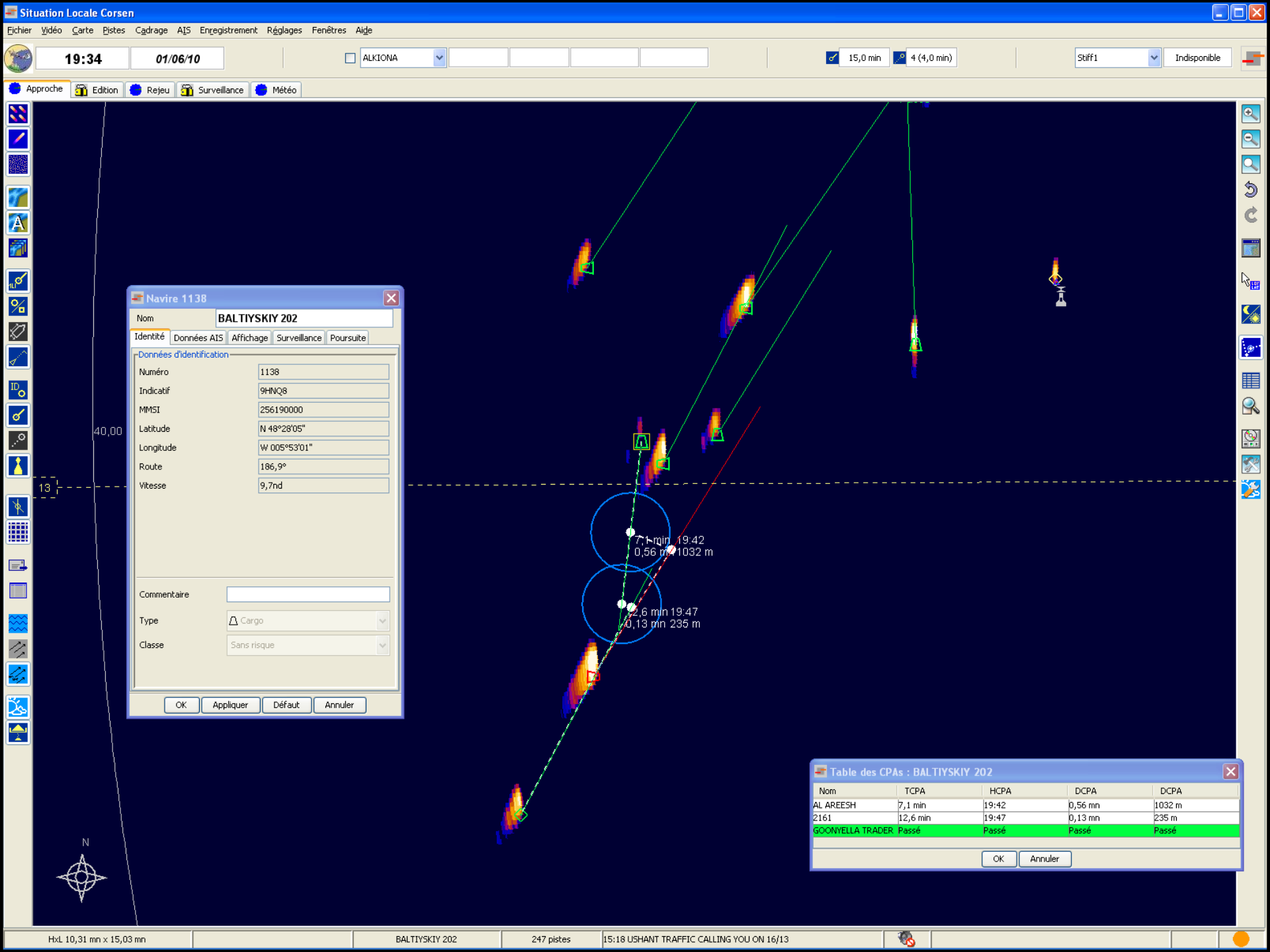
Annuler

Table des CPAs : BALTIYSKIY 202

Nom	TCPA	HCPA	DCPA	DCPA

OK Annuler





Nom du navire	N°OMI Ou Immat	Pavillon	Type de navire	Lht (m)	Position lors de l'événement (longitude et latitude)	Vitesse (nds)	Route lors de l'évènement
VASADIEP	9263552	Netherlands	General Cargo	118	Lat: 48°35N Long: 005°43W	13	28
PEIKKO	8324684	Cyprus	General Cargo	82	Lat: 48°35N Long: 005°42W	10	350

3- Description de l'évènement

Situation la plus critique

CPA : 0.14

TCPA : 6 minutes

Position par rapport à la côte : 284/LE STIFF/27 nqs

Visibilité : 15 nqs

Evolution du (des) navires ²

Le navire de commerce « Vasadiép » en route au 28 à l'entrée de la voie montante croise le navire « Peikko » sur son tribord en route au 350. Le CPA entre les deux navires est réduit. Le navire « Vasadiép » ne répond pas aux appels de Ouessant trafic. Suite au contact avec le M/V « Peikko », celui-ci modifie sa route sur tribord pour éviter la collision. Le M/V « Vasadiép » ne répondra pas aux appels ultérieurs de Ouessant trafic.

4- Analyse

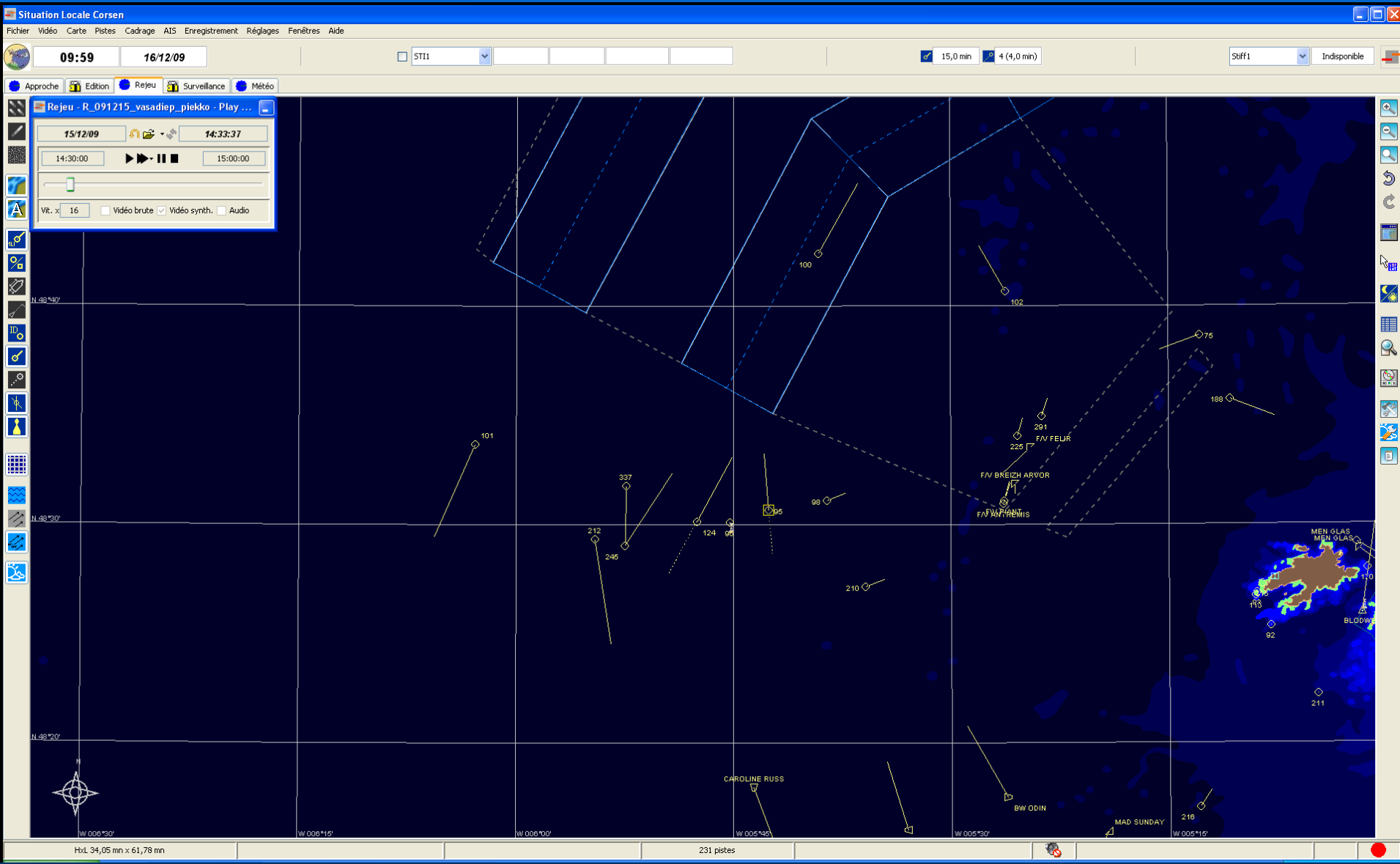
Cette situation est une situation de croisement au regard des caps suivis par les navires. Le navire « Vasadiép » se trouve dans le 92 par rapport à l'axe du secteur de poupe du navire « Peikko ». dans cette situation le navire « Vasadiép » aurait donc du manœuvré (Règle 15).

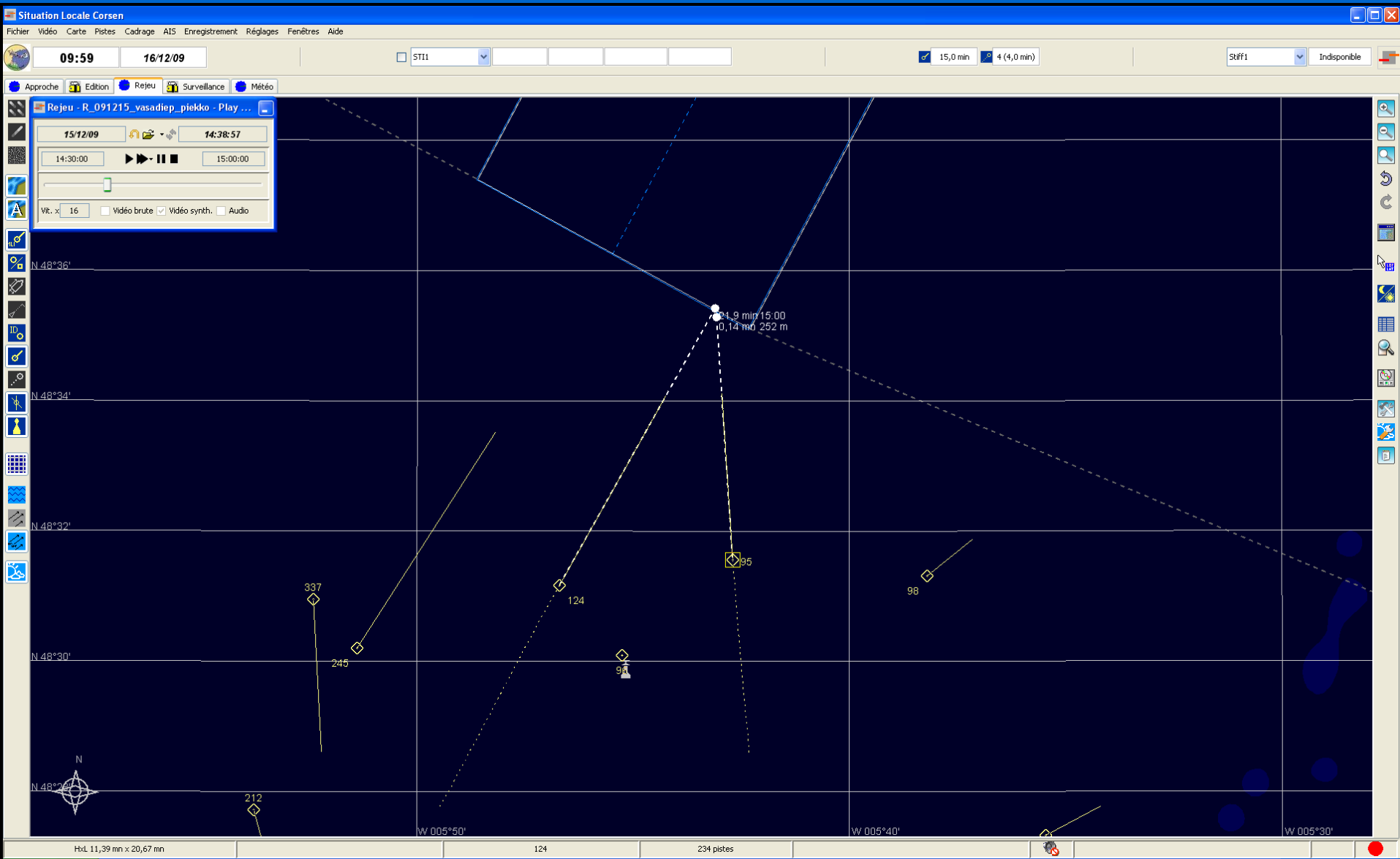
Dans le doute, il aurait pu se considérer comme rattrapant et aurait du également manœuvrer (Règle 13)

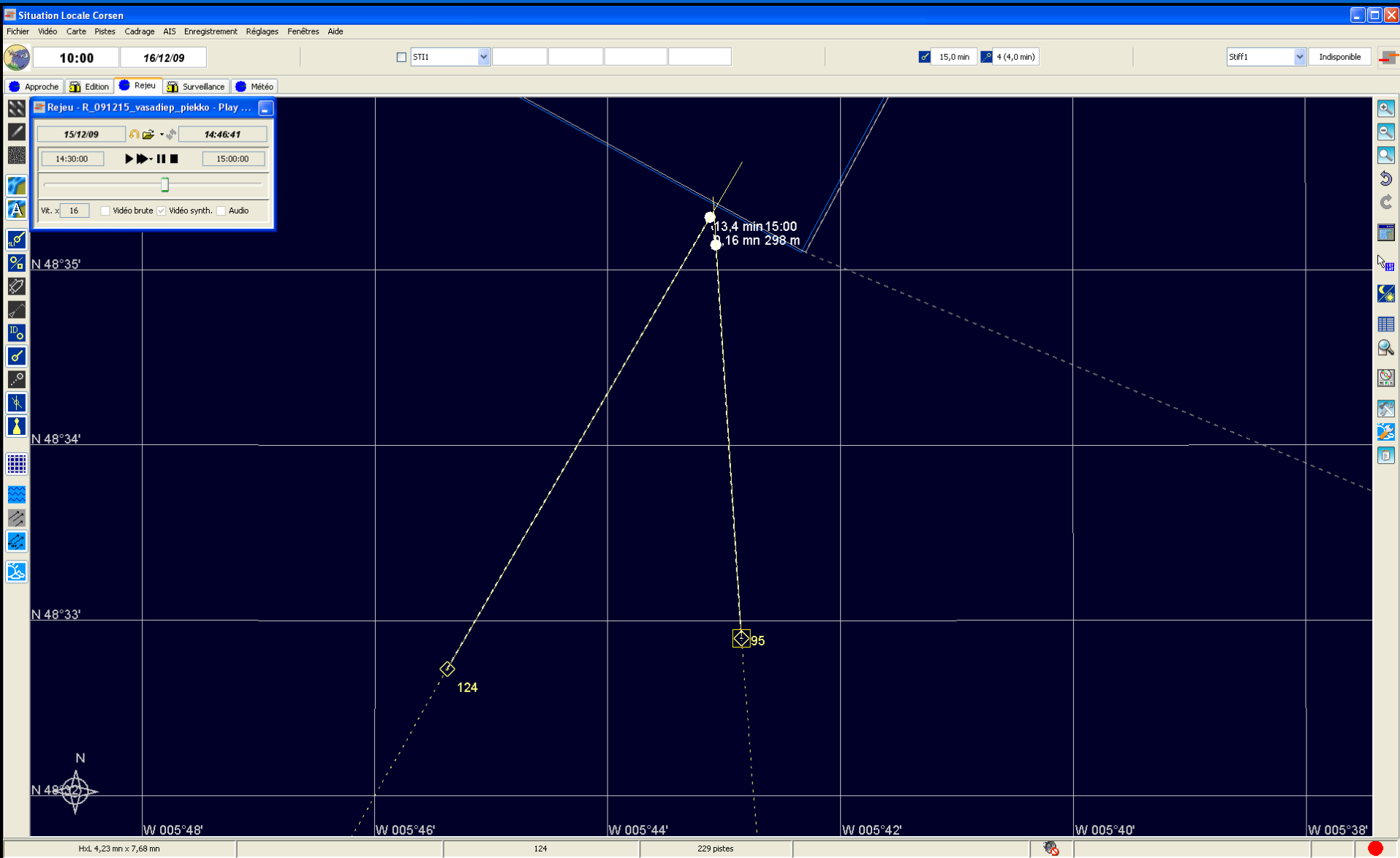
5-Conclusion

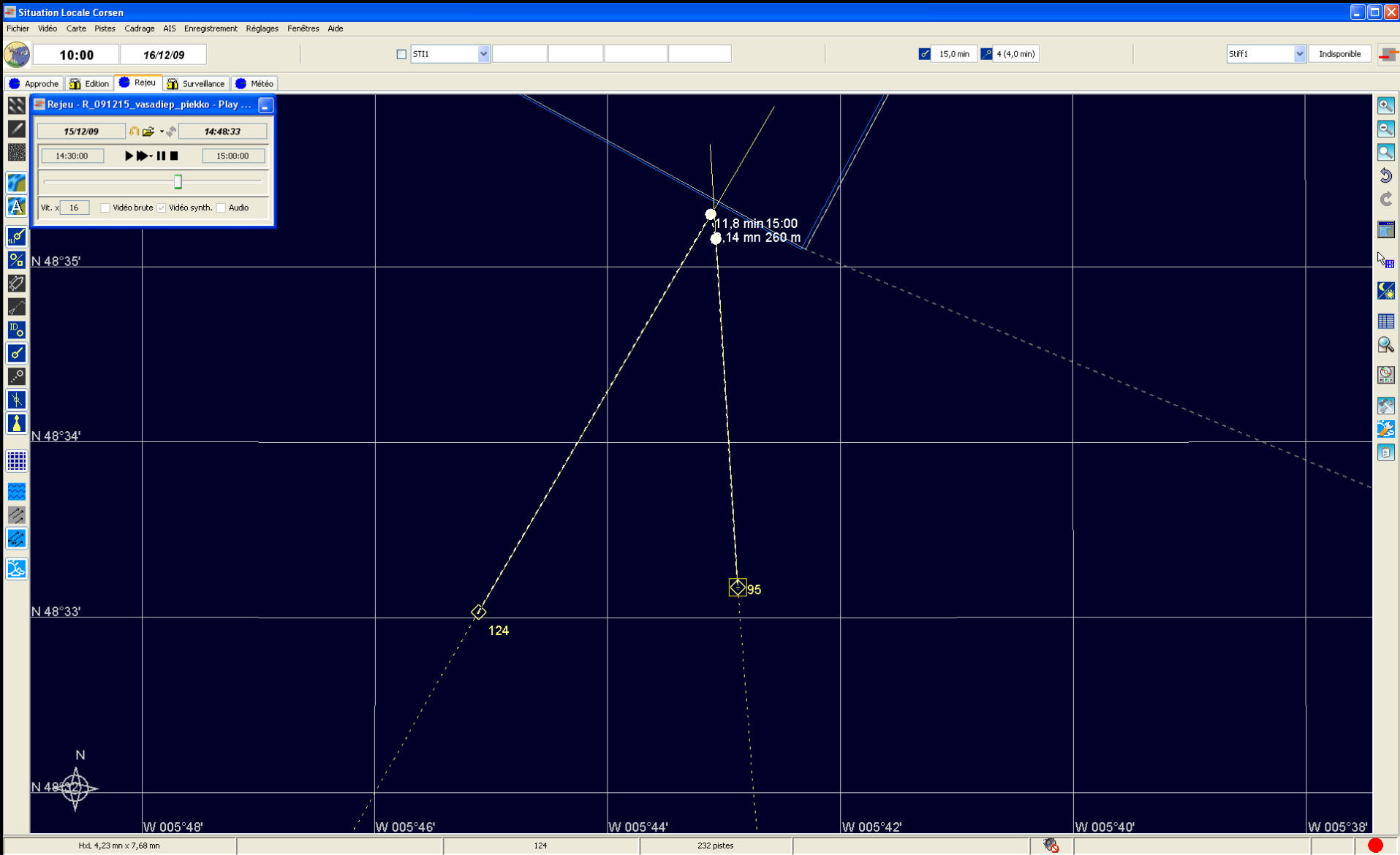
Le navire « Vasadiép » aurait du :

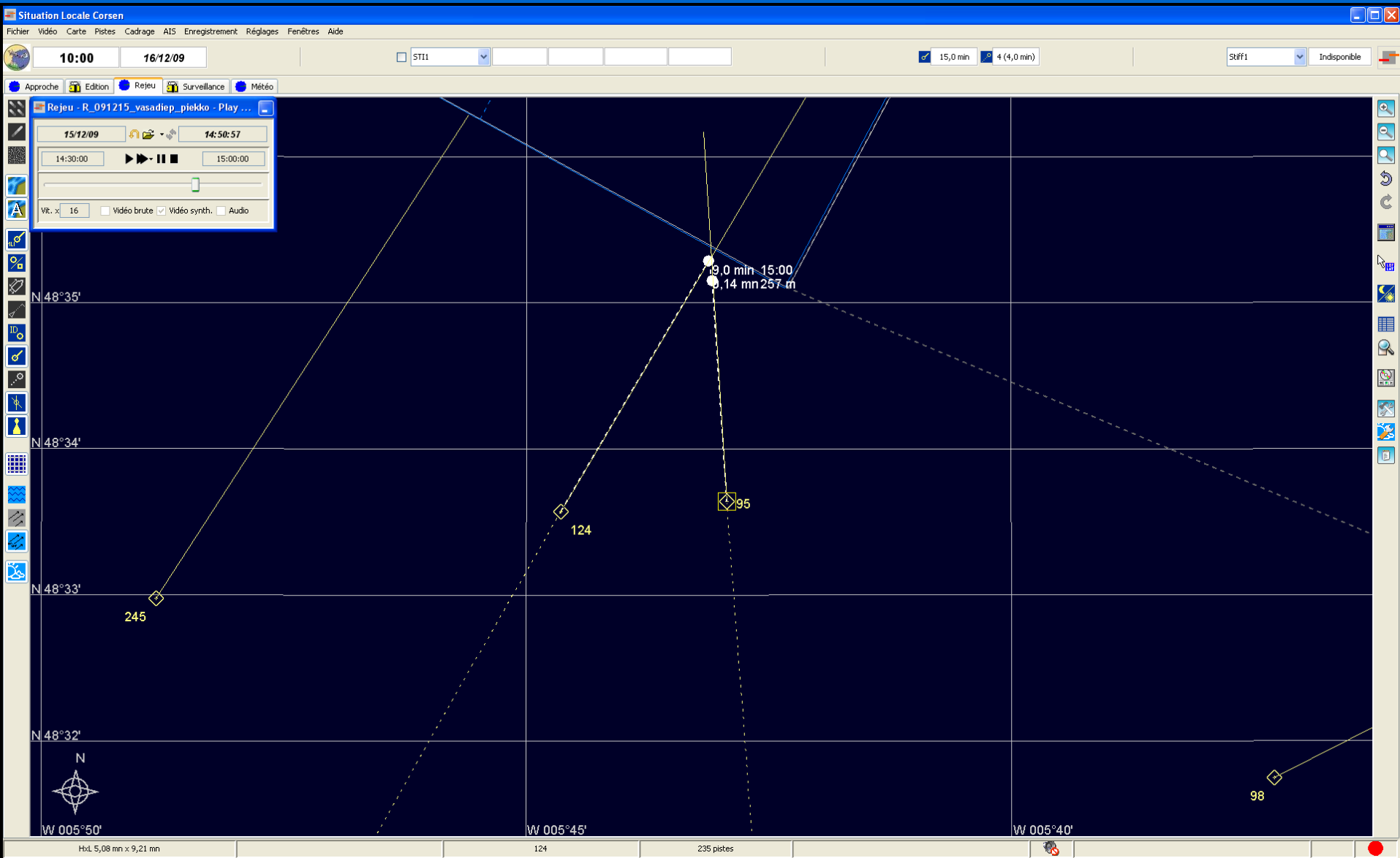
- manœuvrer pour laisser passer le navire « Peikko » - Règle 15 COLREG situation de croisement
- dans le doute se considérer comme navire rattrapant et manœuvrer également – Règle 13 COLREG
- veiller plus attentivement la VHF et détecter la situation dangereuse – Règle 5 et 7 COLREG
- naviguer avec attention dans les extrémités d'un DST – Règle 10 f

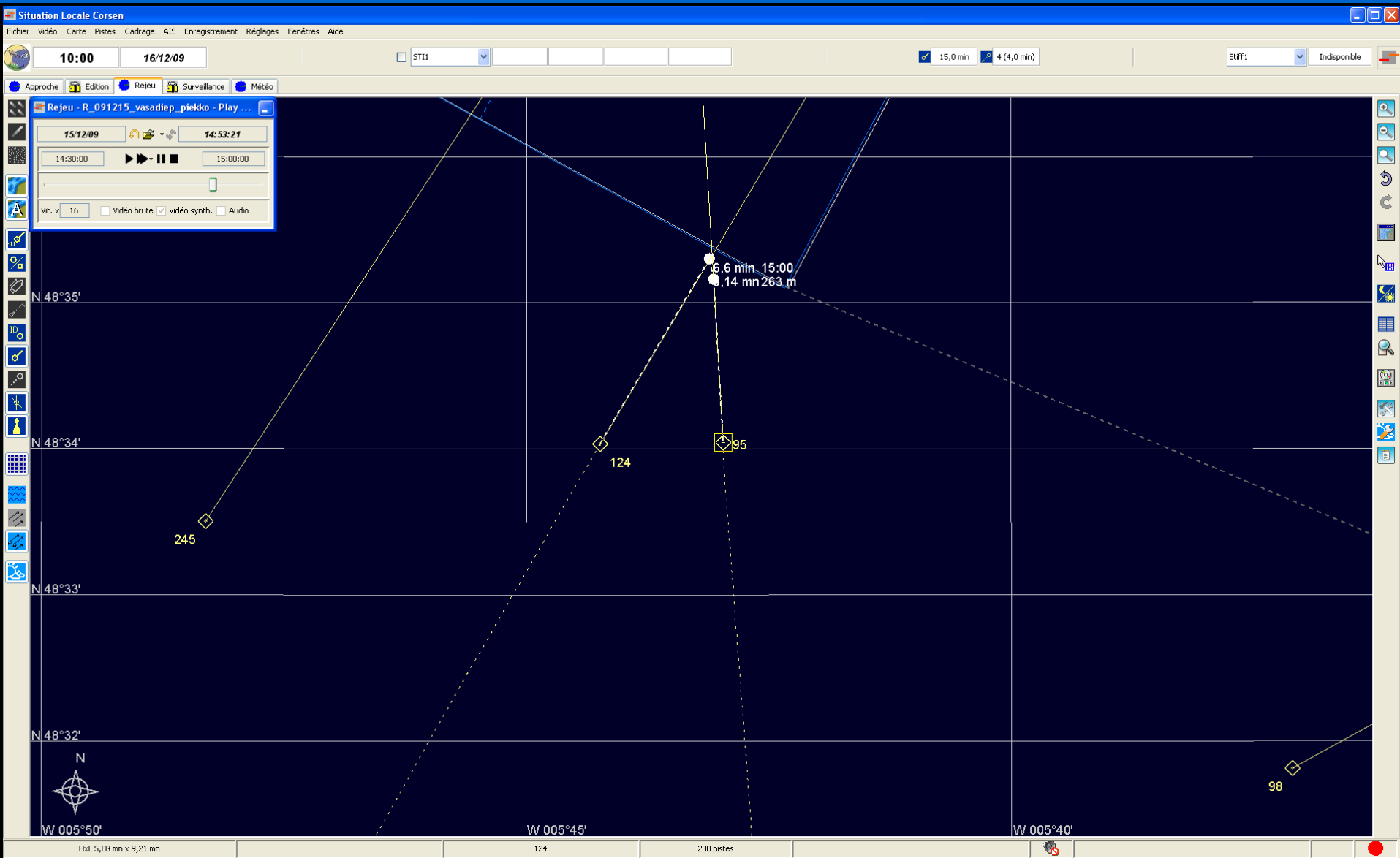


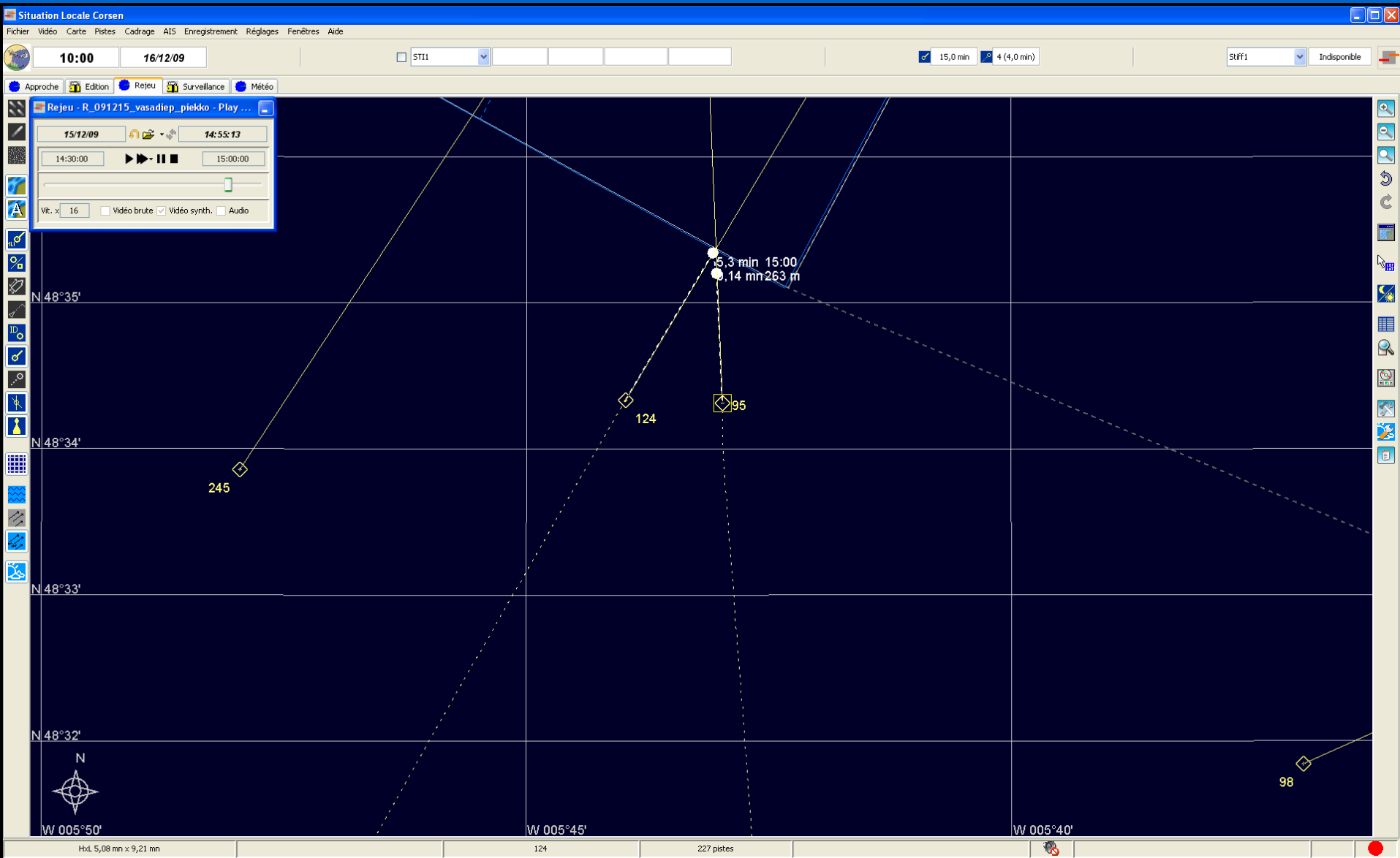


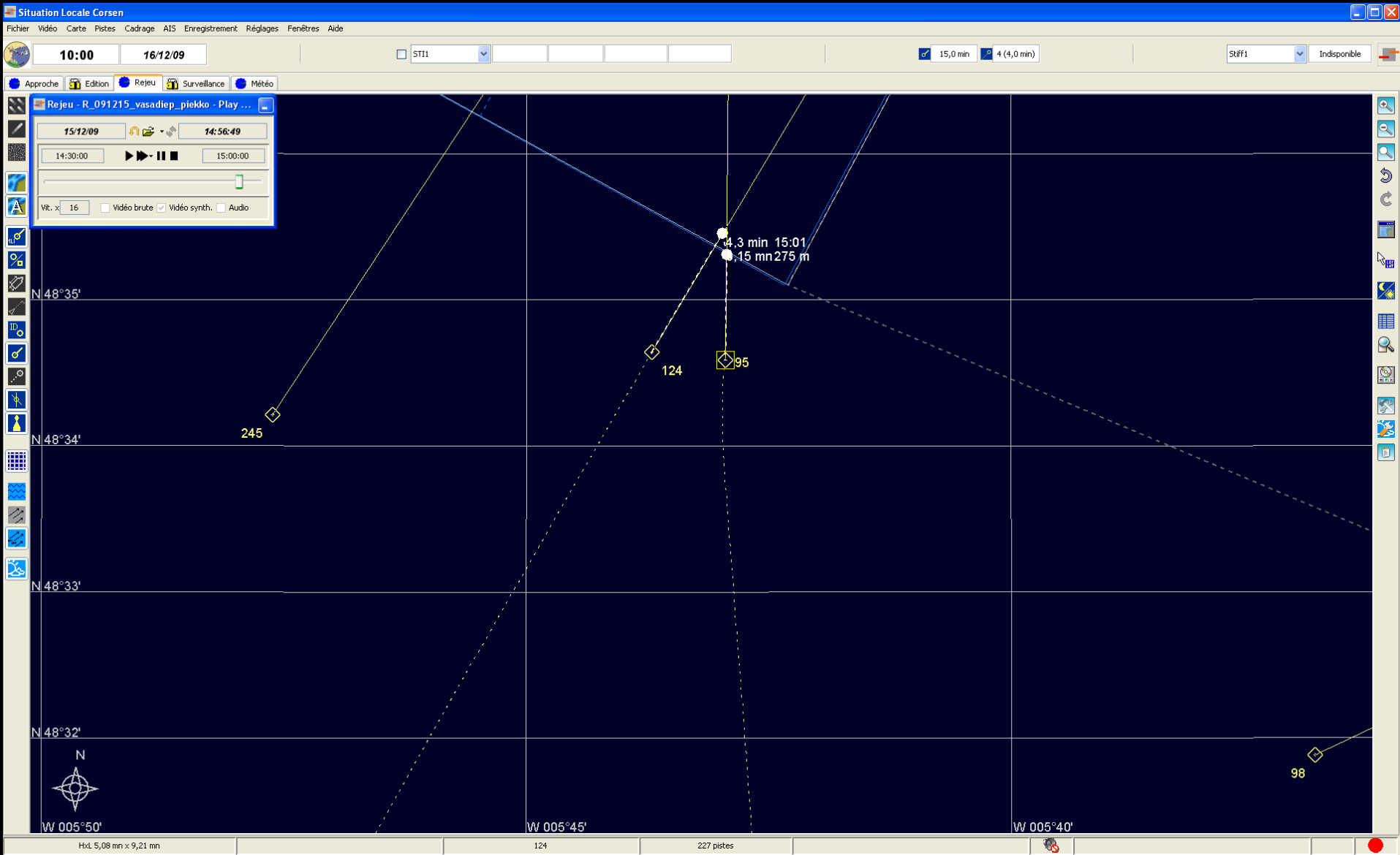


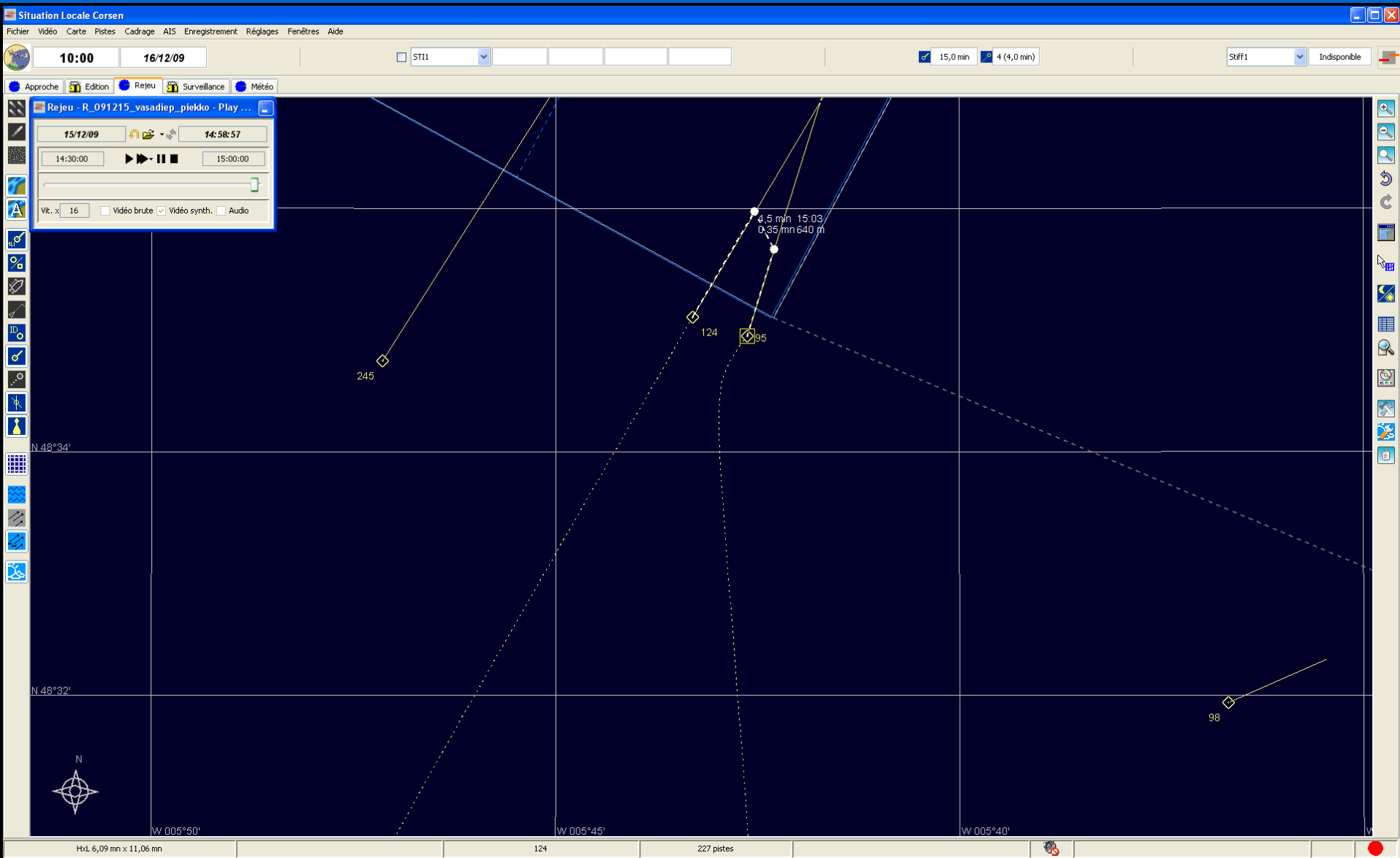












Objet : Close quarter situation between m/v « Vasadiép » IMO 9263552 and m/v "Peikko" IMO 8324684
PJ : AIS and radar data + MSC-MEPC.7/Circ.7 of 10/10/08 Guidance on near-miss reporting

On 15th December 2009 at 14h30 UT, m/v "Vasadiép" was underway, bound to Ronnskar. In position 48°35N-005°43W, she was heading 28° and her speed was 13 knots. At the same time, m/v "Peikko", in position 48°35N-005°42W was heading 350° and her speed was 10 knots. M/v "Peikko" was on the starboard side of m/v "Vasadiép". Due to the angle between the two vessels, m/v "Vasadiép" and m/v "Peikko" had to be considered on crossing situation (COLREG Rule 15). Ushant VTS established that the CPA was very short but that TCPA, about 20 minutes was long enough for m/v "Vasadiép" to alter her course in ample time to avoid a close quarter situation – fig 1.

At 14h50 UT, Ushant VTS established that m/v "Vasadiép" did not manoeuvre and TCPA was less than 10 minutes - fig 2. Considering this situation, Ushant VTS tried to contact m/v "Vasadiép" to ensure she was aware of this situation. M/v "Vasadiép" did not reply.

At 14 h 55 UT, m/v "Peikko", who was contacted by Ushant traffic, manoeuvred by altering her course on her starboardside avoid the risk of collision – fig 3. After this situation, m/v "Vasadiép" had never reply to the numerous calls of "Ushant Traffic" on VHF channel 13 and 16.

This event induce me to inform you that m/v "Vasadiép" did not comply with several rules of COLREG convention:

- 1- she should have altered her course because she was crossing ahead m/v "Peikko" (Rule 15) and the CPA between both vessels was very short. If m/v "Vasadiép" had doubts about the fact that she was the overtaking vessel or crossing vessel, she should assume that she was the overtaking vessel and acted accordingly (Rule 13 c)
- 2- she did not reply to the numerous calls of Ushant Traffic on VHF channels 13 and 16. The look out did not seem to be efficient enough (Rule 5)
- 3- she did not determine efficiently the risk of collision (Rule 7)

As a conclusion, I advise you to remind the crew that a vessel navigating in areas near the termination of Traffic Separation Scheme shall do so with particular caution (Rule 10 f).

Watch officer must exercise a sharp look out and keep pace to the rules of the road when considering any close quarter situation. Moreover, the VHF channels 16 and 13 must be monitored permanently while passing through Ushant VTS area as indicated in ship's routing.

Yours sincerely.

Dear Mr Rabeau / Mr Cornillou,

Please be informed:

In continuation of your letter about the near miss between MV Vasadiep and Peikko Mr Leeuwerke from Operations Department visited our vessel MV Vasadiep. He discussed the near miss incident exhaustively with the captain. The captain stated that from 1430 UTC till the time that MV Peikko altered course (1455hrs UTC) three men where on the bridge. The captain himself, the C/O and the 2/O where all there.

The captain doesn't have any explanation why he or the other officers didn't heard the calls from Ushant traffic at 1450hrs UTC. The captain stated that the VHF's where working properly. This was confirmed by Mr Leeuwerke while he tested the VHF's on board. He also couldn't explain why he or the other officers didn't saw MV Peikko on the radar or visually.

The conclusion is:

- The VHF's on the bridge of MV Vasadiep where at a low sound level so they couldn't hear the calls from Ushant traffic.
- The captain, the C/O and the 2/O didn't saw MV Peikko, not visually or on the radar. They just didn't followed the right instructions for watchkeeping on the bridge.

The captain explained that he was really astonished when he heard about the near miss. He said that he as captain from MV Vasadiep was very sorry about this situation.

Mr Leeuwerke stated that the captain, the C/O and the 2/O where all three capable of doing their job succesfully. It was a misunderstanding but they all learned from it and it won't happen again.

Hope to inform you well. If you have any questions regarding this near miss do not hesitate to ask.

Kind Regards

Theun Visser
QA Department
Feederlines BV
PO Box 107
9700 AC Groningen
The Netherlands

-----Oorspronkelijk bericht-----

Van: CORNILLOU Jean-Charles (Directeur) - CROSS Corsen [<mailto:Jean-Charles.Cornillou@developpement-durable.gouv.fr>]

Verzonden: donderdag 28 januari 2010 2:38

Aan: Feederlines QA

CC: Corsen.mrcc - CROSS Corsen; RABEAU Sylvain (Chef du Service Circulation) - CROSS Corsen

Onderwerp: Tr: Receipt confirmation e-mail Near Miss between MV Vasadiep and MV Peikko on 15-12-2009

I acknowledge the reception of your message and I thank you for this feed back.

We have no doubt on the profeciency of your crew, our goal is to share our point of view in order to enhance safety of navigation.

Yours sincerely.

Jean-Charles CORNILLOU

MRCC Corsen & VTS Ushant Traffic Director

Dear Mr Cornillou,

Received your message in good order ! We are aware of the importance of safety of navigation and we do anything to ensure this.

Kind Regards

Theun Visser
QA Department
Feederlines BV
PO Box 107
9700 AC Groningen
The Netherlands