



**NORTH STAR
SHIPPING**

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Summary of events

Grampian Guardian / Golden-eye Location

Marine Safety Forum

28th May 2009

Gordon Wallace, Commercial Director North Star



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Summary of Incident

Vessel	: ERRV "Grampian Guardian"
Location	: Goldeneye Platform (Steel Jacket Structure)
Incident Number	:
Date	: 2.9.2008
Time	: 18:52 Hours
Visibility	: Good
Wind	: Light Airs
Current	: Setting 340 @ 0.5 Knot
Point of impact with Rig	: South West Leg
Point of Impact with Vessel	: Starboard side
Potential Outcome	: <u>Severe / Highest Potential</u>
Vessel Operations at time	: Dodging on location
Bridge Team	: Chief Officer and AB (Both UK nationals).
Propulsion Systems	: All operational, 2 x ME FPP, Fwd Bow thruster.
Radar(s)	: All operational.



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Incident Investigation Team

Name	Title	Company	Experience
Alistair Nicol	QHSE Manager	North Star	Engineer / Naval Architect
Martin Duthie	Safety Coach/ QA	North Star	ERRV Master
Gordon Wallace	Commercial Director	North Star	Master Mariner
Brian Rennie	Contract Holder	Shell EPE	Master Mariner



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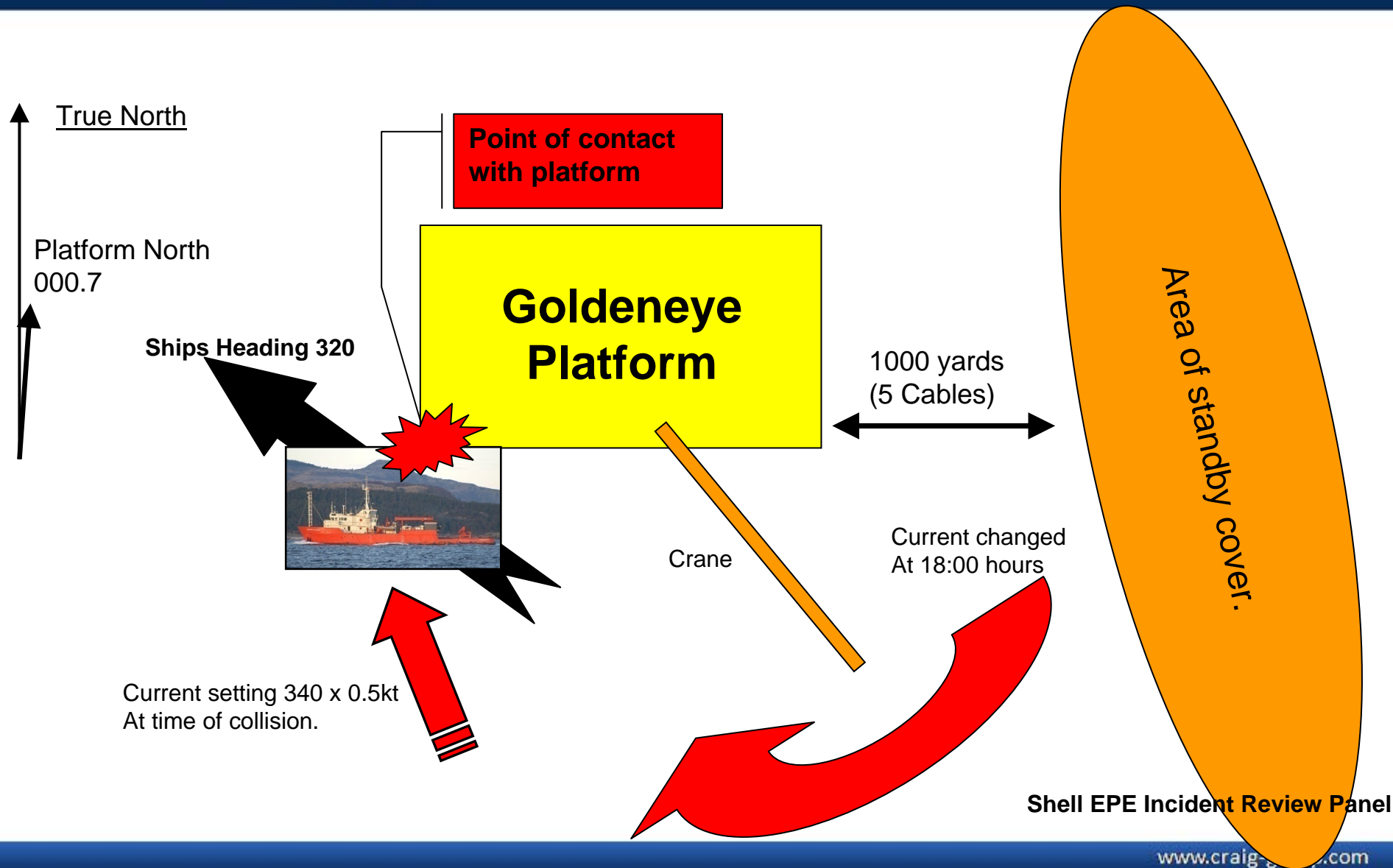
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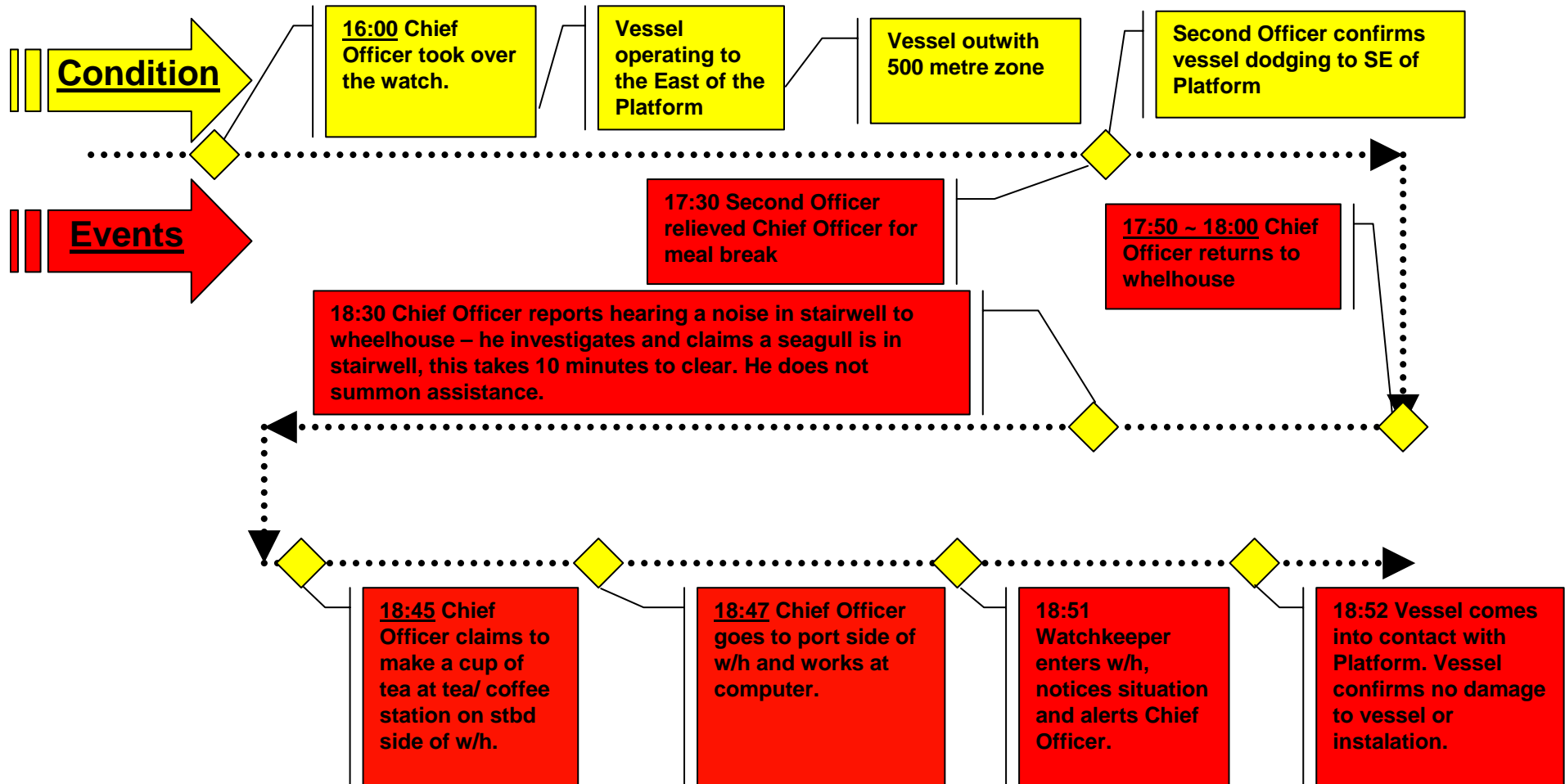


FACTS

- **Vessel struck platform.**
- **Vessel had propulsion and power through-out.**
- **Vessel was dodging on main engines to the East of the Platform.**
- **Vessel was in a drift OFF situation.**
- **Vessel was dodging outwith 500 metre zone.**
- **No faults were noted with any machinery or control systems.**
- **The Chief Officer was on watch, his watchman was undertaking other duties as instructed by Chief Officer.**
- **The Chief Officer was experienced, and held a Master Mariners Foreign Going CoC.**
- **The Chief Officer was on the bridge computer in the Radio Room composing an email. The PC records show a draft email was saved at the time of collision (18:52).**
- **The Chief Officer has resigned after admitting he was not keeping a proper lookout.**



Time-line of events



Shell EPE Incident Review Panel



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**Wheelhouse and forward
starboard visibility**



**Wheelhouse and
forward visibility**



**Computer and Radio
Station – Port side.**



**Coffee station – starboard
side of wheelhouse**



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THE QUEEN'S AWARDS
FOR ENTERPRISE
2006



Area of contact with Platform



Grampian Guardian – Starboard Bow



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Observations

- The Officer of the Watch failed to undertake his basic obligations in “keeping a safe navigational watch”.
- All available means for checking distance off not used, or not used effectively.
- The log book entries showed vessel dodging on location, no entries showing actual position in Lat Long or Range x Bearing from platform.
- The platform was fully visible from the wheelhouse forward and starboard side for at least an hour before the collision.
- The watchman noted the danger to the vessel and platform and took immediate actions to raise the alarm.
- The watchman understood his roles and responsibilities.
- The view from the wheelhouse was good and un-restricted, the Goldeneye platform was in full view prior to the collision. The setting sun was not a factor.



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Conclusions – How did it happen?

- The Chief Officer failed to keep a Safe Navigational Watch, in particular he failed in his duty to maintain a lookout.
- The use of the computer by the Chief Officer, in a location not offering good visibility was a major factor in this incident.
- The Chief Officers claims of having been distracted by a seagull have no bearing in this incident. It is difficult to believe the claim, no witnesses noted the seagull and the claim was made some time after he admitted to the Master he was working at the computer.



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Root Cause, Immediate cause & Contributing factors.

- **Root Cause** – Failure to maintain a safe navigational watch as required by NSS and statutory obligations.
- **Immediate Cause** – Distraction; Chief Officer undertaking personal emails whilst on watch.
- **Other Factors** – the Chief Officer failed to utilise the watch keeper in a proper manner.



ACTIONS TAKEN	Status
Two fleet alerts transmitted	
Fleet circular transmitted regarding watch-keeping	
Chief Officers resignation accepted	
ACTIONS OUTSTANDING	Status
During close standby ops, the Deckhand watch keepers role to be clearly defined in respect to watch keeping duties and assisting the officer of the watch.	
Share findings with MSF and through-out the fleet.	
Master to undergo review in light of incident.	