

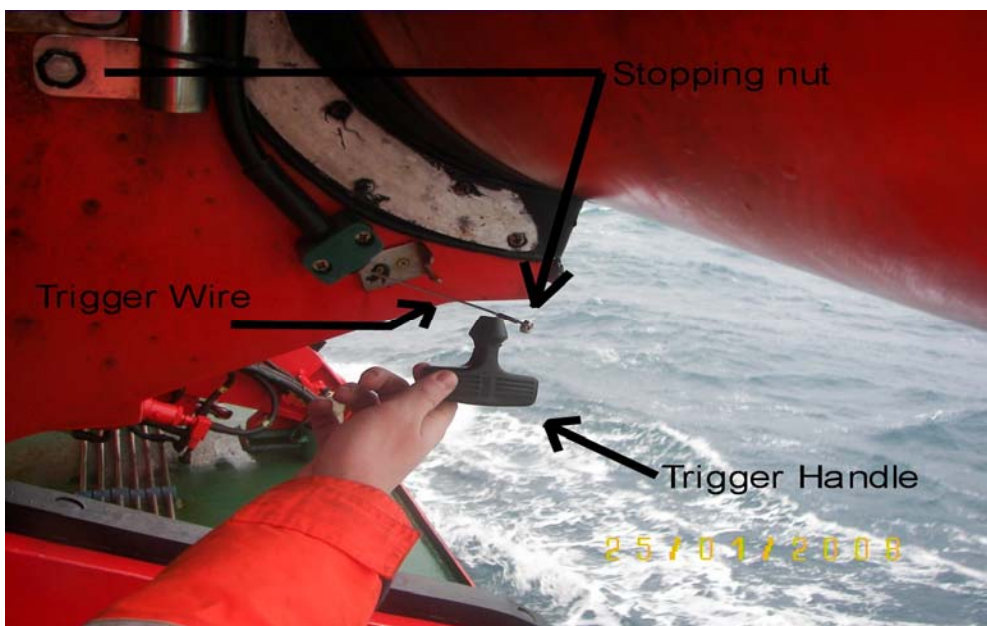
Marine Safety Forum – Safety Flash 08-18

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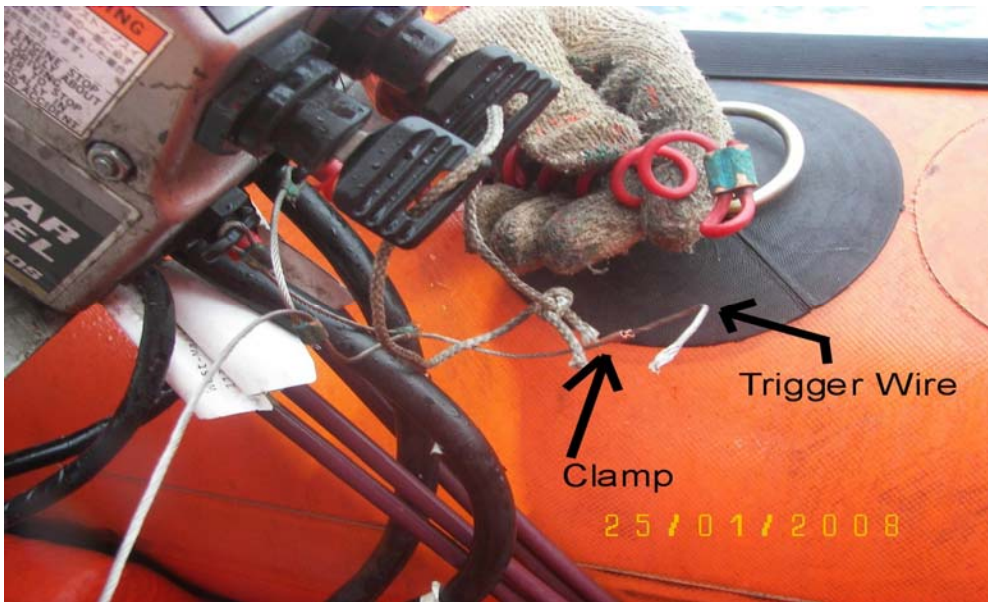
Subject: Fast Rescue Craft Capsizes

During a routine Fast Rescue Craft (FRC) adverse weather training exercise – wind direction 260°; wind speed 35 knots; gusting 40; sea height sign 5.5 meters; sea height max 7.0 meters – the FRC was caused to capsize. This occurred due to a moment's inattention by the Coxswain who misjudged an oncoming wave from the port side of the craft.

The three crew members of the FRC, who were all wearing immersion suits, cleared the upturned craft immediately as per their training, and noting that the engines were stopped the coxswain proceeded to the self-righting activation handle located at the stern of the boat. When he pulled the handle it came away from the cable without activating the balloon.



After righting the boat by use of a pair of pliers, the 3 crew members re-boarded the craft and made contact with the mother vessel, it was then noticed that the engine emergency stop pull cord was still in place and that the engines had stopped due to water ingress.



The craft was recovered onboard the mother vessel without further delay

Recommended Actions:

- Highlighting to all involved with FRC operations that constant care and vigilance must be maintained even during routine operations, it also should be noted that the crew of the FRC should be alert to the weather conditions as well as the Coxswain
- Regular inspection of the pull cord and all clamps as part of the boat maintenance routine to ensure that there is not a repeat occurrence.
- Regular inspection of self righting mechanisms should include the pull handle; inside the handle there should be a steel washer to prevent the wire from pulling through. This had been removed by the manufacturer as unnecessary; after consultation with them, all new handles will once again have the washer installed.

