

Safety Alert

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Subject: PSV Involved in a Near Miss Whilst on Location

What Happened / Narrative

Excessive speed during entry into the 500 metre zone.

Fortunately the Second Officer on watch observed the situation and intervened bringing the matter to the attention of the Senior Officer on watch, thus avoiding a less favourable outcome. The excessive entry speed and direction of approach was also observed by the installation who alerted the vessel accordingly.

The investigation was detailed and thorough. As a result of this, amendments were made to the 500m pre-entry procedures, with the view to minimizing the likelihood of reoccurrence within the fleet.

Why Did it Happen / Cause

Senior Officer confirmed the vessel was moving at a speed in excess of normal approach speed

The 500m pre entry checks were conducted further away from the installation than normal due to the vessel maintaining what was considered to be a safe distance while dodging infield

He'd become overly fixated with course over ground, and so failed to notice he had not yet reduced speed

The vessels Pre-entry Checklist and that of the installation had differing requirements.

The vessels pre entry checklist, when completed in list order, required both radars should be switched to standby prior to disengaging the autopilot and changing to manual steering. The installations checklist stated the 3 cm should be switched off on arrival at the location. The vessel could be infield at the location but not working alongside, waiting for weather or to be called alongside. If the checklist was taken literally not utilising both radars infield could compromise the vessel safety of Navigation.

Corrective Actions Taken / Recommendations

All vessels must approach on a course which is offset from the Installation, Rig or other asset.

Attention must be paid to the vessels vector line in comparison to the vessels heading to ensure this is the case.

The preferred course of approach should be from a Drift off quadrant on a tangent course to the asset. The Vessels approach speed must also be taken into consideration when approaching a 500m Safety Zone and be reduced accordingly in a timely manner.

All vessels required to enter any 500m zone must adhere to the company and clients procedures and STOP approximately 200 meter's outside the 500m zone in a drift off position prior to entering and completing all pre-entry checklists. Applicable company and client checklists shall be addressed in full before requesting permission to enter the 500m zone. The practice of completing Checklists from distance and then approaching the 500m zone will no longer be acceptable.

Once the vessel has entered any given 500m zone, the vessel is to proceed and manoeuvre at a Safe Speed with regards to the weather conditions at all times.

As always within the 500m zone Rule 6 of the Collision Avoidance Regulations (COLREGs) apply:

"Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions".

These will confirm the operational status of all associated equipment and it will ensure that the vessel's speed is appropriate immediately prior to entry.

This will minimize the likelihood of an unsafe speed being inadvertently achieved on approach to a 500m zone or associated assets, hazards within that zone.

Safety is always the priority and should never be compromised for speed.