



**LOSS PREVENTION IN CONTEXT OF
NAVIGATION ACCIDENTS**

DIGITAL SHIP CONFERENCE



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- In February 2008, at a Shipping Seminar in Singapore, DNV confirmed that over the last five years, the number of serious accidents resulting from navigational errors has increased significantly
- DNV's statistics show that a ship is twice as likely to be involved in a serious collision, grounding or contact accident today as compared to only five years ago.
- These account for 60 per cent of the most costly accidents.
- Insurance premiums are likely to increase by 30% this year .



- According to the International Union of Marine Insurance (IUMI) the rate of serious incidents involving ships of 500 gt and above has increased by 270% in last decade.
- Figures released by Nordic marine insurance body CEFOR in April 2008, show the average hull claim cost has increased by 86% over last five years.
- **Collisions and groundings are the most common causes of large Claims.**
- Estimates show that the costs of these accidents have doubled because the yards are overbooked, making it hard to find a repair slot



- The main factors explaining the negative developments over the past few years is due to the lack of sufficiently trained and experienced officers.
(lack of professional pride)
- It is acknowledged that introduction of electronic navigation aids, like AIS, ARPA, ECDIS, VHF have unwittingly compromised safety by allowing a reduction in watch keeping standards, due to a greater reliance on these Nav aids, as the principle means of navigating ships.



- Avoiding accidents under such situations requires a good safety culture and improved “hands-on” training onboard.
- It is essential to adopt a “back to basics” approach with an emphasis on fundamental skills of watch keeping, such as a good knowledge of Colregs and basic navigation skills.
- To verify if above mentioned claims are true we have a case study of a maritime disaster. Then we can discuss what is the “need of the hour” to prevent losses and accidents



- So what can we do **onboard** to ensure that our ships do not meet the same fate ? **Nothing “rocket science”**
- Discuss with Bridge Team Members the Navigational accidents as reported in industry publications, eg MARS Reports etc.
- Master to explain to 2/O how he wants the passage laid out and later verify that the Passage Plan is as per his requirements
- Hold Passage Planning meetings with Bridge Team members to ensure each OOW knows exactly what he is supposed to do and what he can expect from others.
- Write few important points on the Chart (far away from laid down track)



- When entering /departing port keep OOW informed of your proposed manoeuvres. This improves “situational awareness” all round.
- Ensure Bridge Team members including Masters are very alert with Pilot onboard
- Out at sea, Masters should spend time discussing the “Rule of the Road” and “Operation” of bridge equipment with the Bridge Team.
- Use CBT modules to refresh ones knowledge.
- Carry out Risk Assessments when considered necessary, as per company procedures.....



Discussion ?

Thank You

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