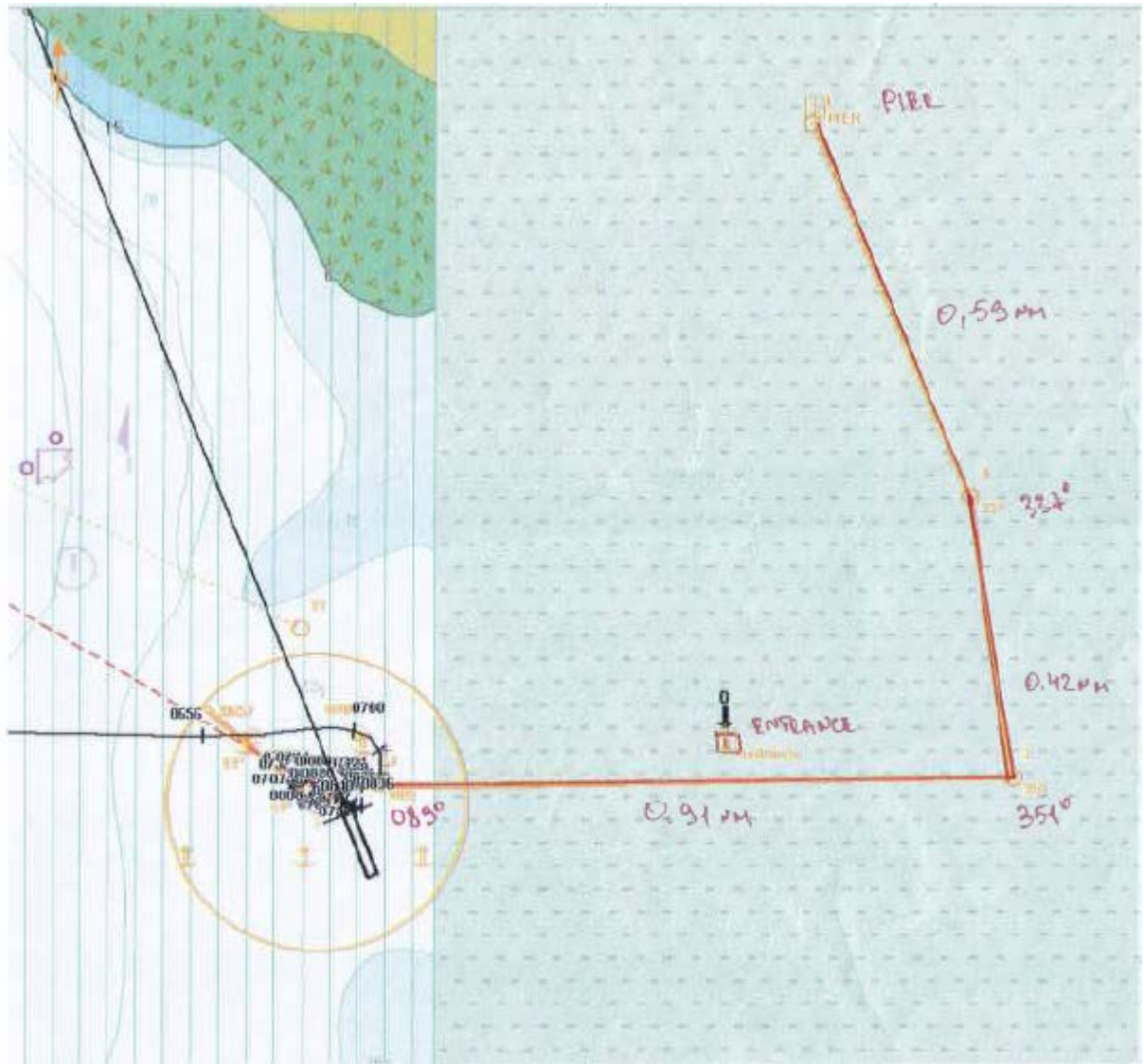


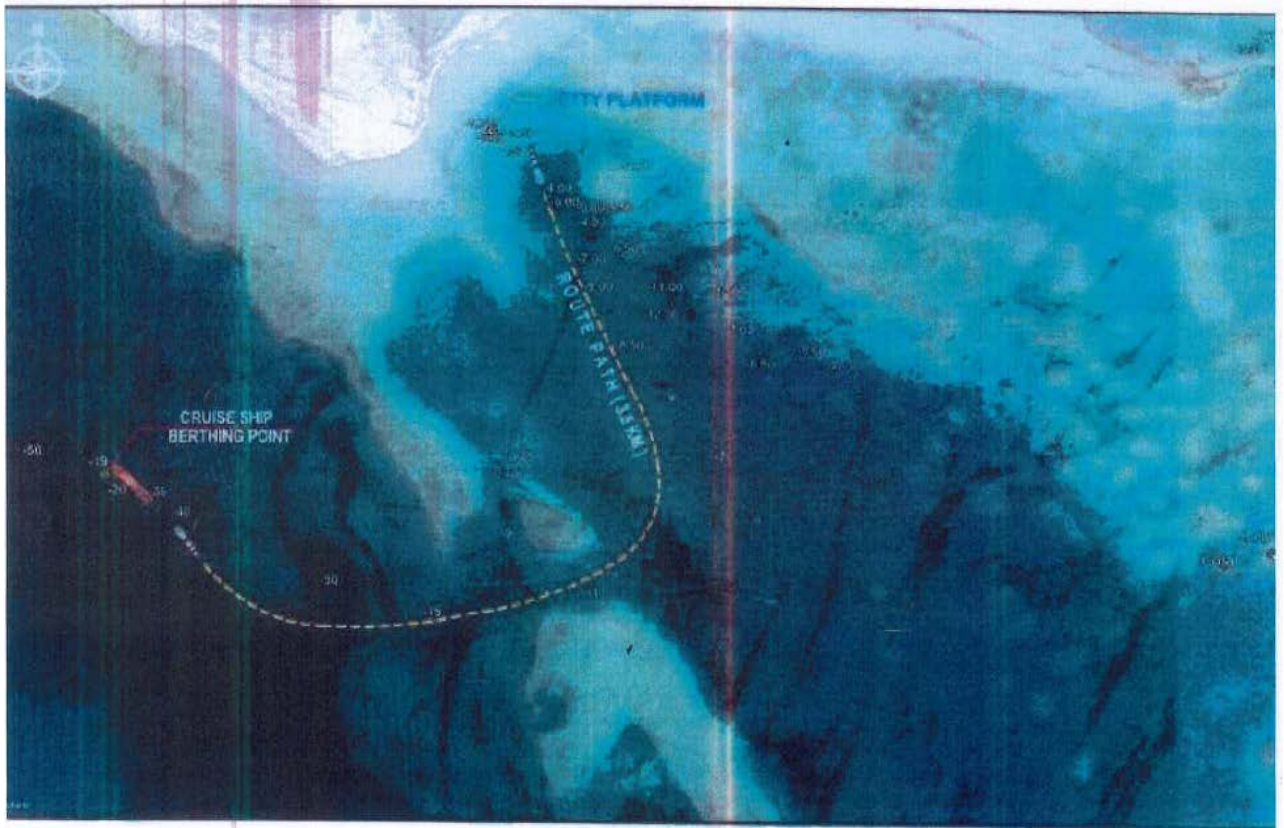
Tenders Grounding (Lessons Learnt / Case Study)

What Happened

Two tender boats of a Company vessel recently grounded together in shallow waters:

- The two tenders were going from the mother vessel to shore (without passengers) in hours of darkness, one following the other astern
- Handheld spotlight was in use on the tender running forward and such was on standby on the tender following astern
- The navigational information to be used by the tenders drivers was monitoring via GPS of a track (based on previous trips done without issues) converted electronically in a chartlet via the mother vessel's radar screen





BOAT ROUTE PATH TO JETTY AREA

- Both drivers were qualified as per STCW VI/2 for PSCRB (Proficiency in Survival Craft and Rescue Boat) and had successfully passed the Company's Tender Boat Training course (approved by Flag) which also had a module on navigation
- Their work and rest hours were in compliance with MLC
- The SMS checklist (SAF95) for tender operations had been completed as required

Both tenders got in shallow water sustaining some relatively minor damage (propeller guards damaged, propeller blade bent, hull scratches):



Another tender was sent to tow them out to deeper water

Contributing Factors / Causes:

- The navigational situation was complex and required utmost attention due to lack of navigational buoys and marks and was further adversely impacted by darkness
- The driver of the first tender running ahead did not use adequately the provided track and GPS information to monitor the route
- The driver of the following tender assumed that the tender ahead which was equipped with GPS and past track data was proceeding according to it and was following behind without verifying the safe track / position
- Both drivers failed to make full use of the provided information (GPS and past track points) lost situational awareness and did not notice the shallow water / related discolouration due to darkness

CORRECTIVE & PREVENTIVE ACTIONS REQUIRED:

Vessels:

- 1) Hold a dedicated safety meeting with all assigned tender drivers onboard:
 - a) review this Bulletin with Lessons Learnt / Case Study
 - b) revisit the VMS procedures on: [Fleet Ops > 4.0 Marine Operations > 4.8 Tender & Zodiac Launch Ports & Operations](#) and specifically [4.8.4 Tender operations planning and preparation](#) for Pre- tendering meeting and a Risk Assessment for a specific area/location
 - c) revisit the Tender Boat Operator training course presentation, especially the module on navigation
- 2) Revert to your VOTech/Fleet Cell and DPA with positive reports on the above

The Company:

- 1) Circulate a Lesson Learnt case study fleet wide
- 2) Focus future internal shipboard audits on tender operations aspects and compliance

■ ■ Completed ■ ■