

Incidents or Accidents

- The rupture of a cover retaining pin in one of the fuel filters of the No. 2 generator caused an electrical problem. Believing a black-out to have occurred, the officer of the watch set the propeller pitch to zero; he did not attempt steering, and the vessel sheered out of the channel and grounded. The crew of the [VESSEL] lacked experience with the on-board automated system and was therefore unable to react quickly and effectively enough to recognize and rectify the problem.
- The power supply to the starboard engine servo-mechanism had become disconnected as a result of normal vibration. The male / female electrical connector was not provided with a locking mechanism.
- The vessel's planned maintenance had failed to identify the existence of these two cracks.
- Because of a lack of communication between the bridge team and the engine-room staff, the engine shutdown was delayed.
- The piston ring failures were most probably a result of excessive ring groove clearance. The top piston ring in unit No. 4 had been installed upside down.
- The [VESSEL] grounded while making her final approach off the Ultramar oil refinery dock in Lévis because the maneuvers to slow down and swing the vessel into the flood tide were not carried out in ample time. The navigation personnel neither asked for nor were they given a full explanation by the pilot concerning the exact maneuvers to be performed while docking.
- Following a detailed inspection, it was established that the emergency generator was not in working order . . .
Better knowledge of the steering gear system as well as emergency procedures posted on the bridge would have enabled the watch personnel to act promptly and to regain control of steering
- The navigating personnel were aware that there was a current in the bay. The small-scale chart used was not appropriate for coastal navigation. The officer of the watch did not succeed in fully assessing the situation. The vessel drifted toward the shoal without the drift speed being correctly assessed. The radar's automatic radar plotting aid (ARPA) was not used.
- Sound bridge resource management practices (i.e. the full and complete cooperation necessary for a safe approach) was not established between the vessel's navigating personnel and the pilot. Communication between navigating personnel and the pilot was interrupted, and position fixing methods, such as radar parallel indexing, were not employed to determine the ship's position.