
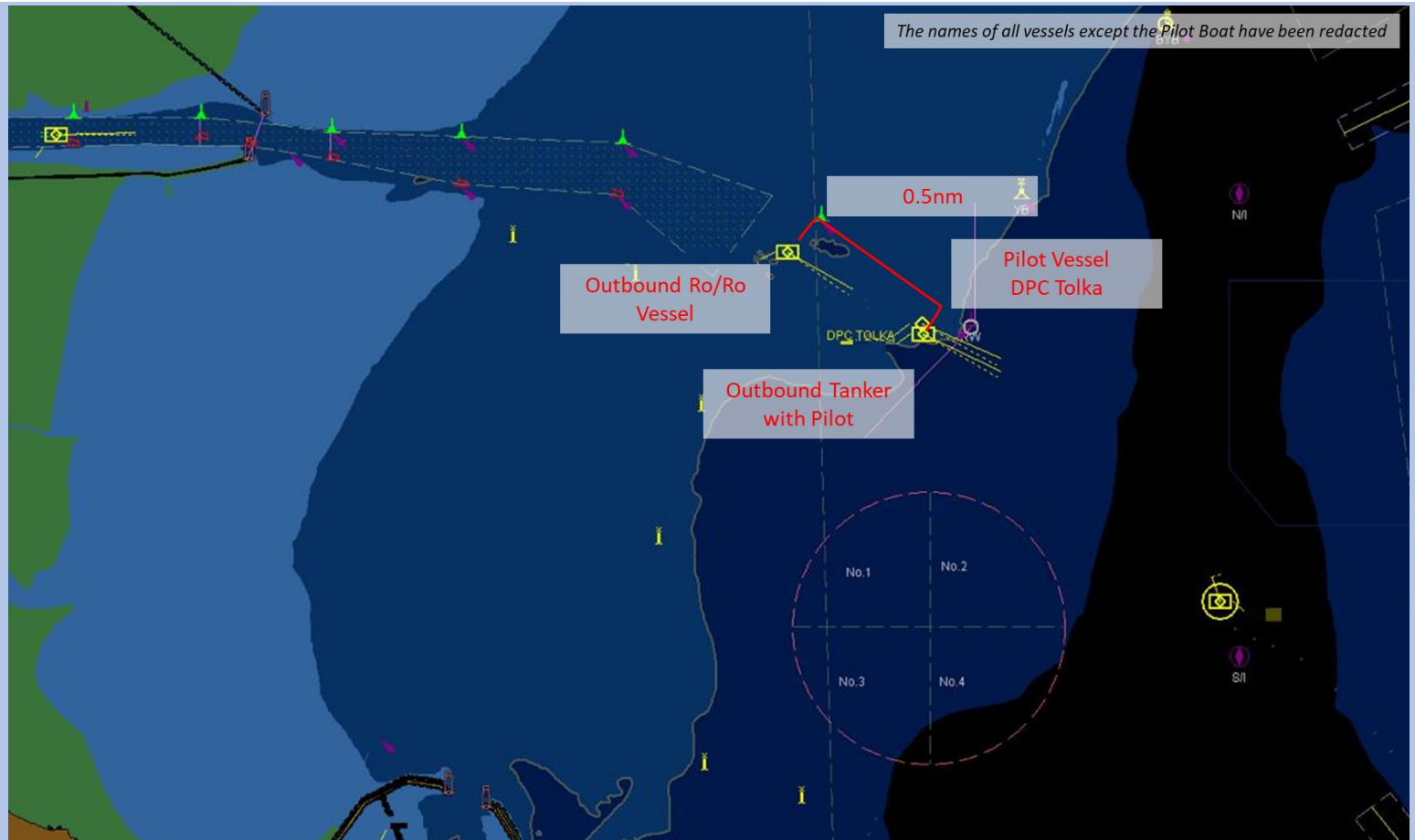
	<b>Sharing Experiences of Lessons Learned</b>	DPC-HS-F-01	Issue No. 01
		Issue date: 25/09/2020	Page 1 of 2

Dublin Port Lessons Learned	
<b>Title</b>	Proximity of vessels traveling in convoy, awareness of pilot embarkation / disembarkation operations.
<b>Briefly describe what happened</b>	<p>VTS Dublin recently observed an outbound tanker, under pilotage, proceeding to the north pilot boarding grounds for pilot disembarkation being closely followed by an outbound RORO vessel at a distance astern of 0.5 nm.</p> <p>At the time of pilot transfer and having communicated with VTS Dublin the tanker reduced speed to 8 knots while the RORO vessel astern maintained a speed of 13.3knots therefore closing on the tanker vessel conducting the pilot transfer. Shortly after the pilot transfer the RORO vessel overtook the tanker in the traffic separation scheme with a CPA of 0.2nm.</p>
<b>Description of why it happened if known</b>	Did the RORO vessel Master have full situational awareness of the activity in the Bay and particularly the pilot transfer in close proximity to his / her vessel? Did the RORO vessel Master appreciate the risk elements of pilot transfer?
<b>Lessons Learned / Recommendations</b>	<p>Masters and Bridge Teams are reminded of the obligation under Rule 6 of the International Regulations for the Prevention of Collision at Sea, <i>'to proceed at a safe speed, so that they can take proper and effective action to avoid collision and be stopped in a distance appropriate to the prevailing circumstances and conditions'</i>. The safe speed of a vessel should be adjusted to take account of the traffic density and the likely reduction in speed to embark/disembark a pilot safely. Masters should also exercise good seamanship in maintaining situational awareness with regard to the risk elements of pilot transfer and the associated manoeuvres of vessels engaged in pilot transfer.</p> <p>In particular Masters of RORO ferries when arriving and departing in convoy are reminded of the requirement to maintain a safe separation between vessels at all times. Ref Dublin Port Company Notice to Mariners 02/2020 – Standard Operating Procedures</p> <div style="text-align: center;">  <p>02.2-2020 Standard Operating Procedure:</p> </div>

Attach drawings / photographs / forms which may provide a greater understanding or guidance



Date 03/09/2020

Rev 1