

SUMMARY

During a pilot transfer between the container vessel PHOENIX II and the tanker TERNVAG in Gothenburg's pilot area, the vessels came to pass each other in a short distance and in an unplanned manner. When the incident occurred, the Masters of PHOENIX II and TERNVAG were both alone on the bridge because the lookout and the officer on duty had left the bridge before disembarking respectively embarking of the pilot. The agreed passage plan was not followed because the master of PHOENIX II was surprised by TERNVAG was passing the pilot boarding position and he perceived that the margins for the planned port-to-port meeting were too short. The master aboard TERNVAG, who did not understand PHOENIX II intentions, initiated full astern with the engine and PHOENIX II passed a short distance ahead of the tanker.

The incident was caused by shortcomings in the planning of the vessels route when passing each other in conjunction with the debarkation of the pilot, which led to an excessively small margin of safety.

Contributory causes were probably the insufficient manning of the vessels' bridges, combined with the VTS not having informed the tanker about, and that she had passed the boarding position.

Safety recommendations

In view of the action taken by the Swedish Maritime Administration and Terntank Ship Management AB, SHK finds no reason to address any recommendations to them.

Peter Döhle Group is recommended to:

- Consider developing its ISM manual, primarily with respect to bridge manning during embarkation and disembarkation of pilots. See section 3.3. (*RS 2017:04 R1*)