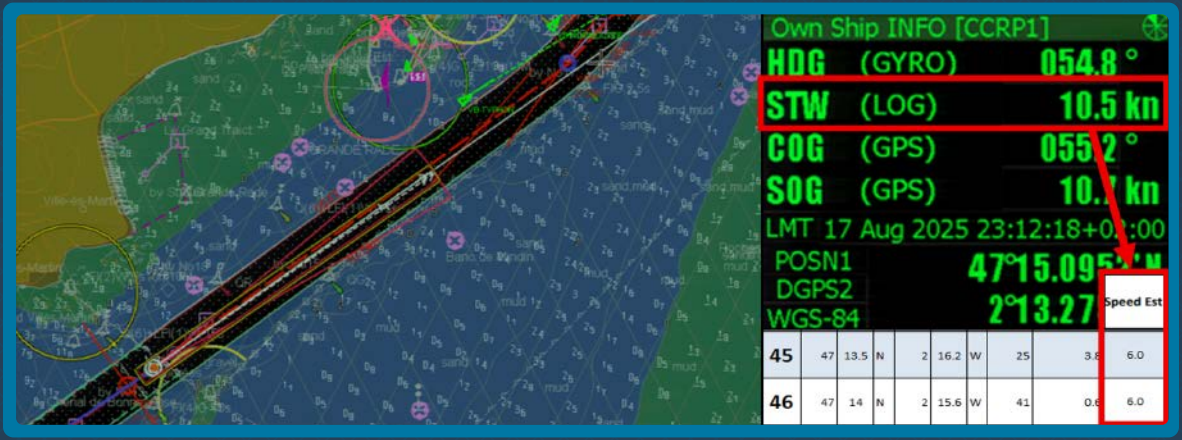
NON-ADHERENCE TO PLANNED UNDER KEEL CLEARANCE (UKC) SPEED REQUIREMENT



- **RISQ - Item 3.7 Does the vessel's manager produce a guideline for under keel clearance and air draft clearance?**
- **SIRE 2.0 – 4.2.2. Were the Master and navigation officers familiar with the company under keel clearance (UKC) policy and procedure, and were records available to demonstrate that the required calculations had been completed at the appropriate points during each voyage and the vessel had remained in compliance with the UKC policy?**
- **OCIMF: Recommendations on Usage of ECDIS and Preventing Incidents. (1st Ed.) - 4.2.5 Identification of safe water.**
- **IMO Resolution A.893(21) " GUIDELINES FOR VOYAGE PLANNING".**
- **INTERTANKO - Guide to Safe Navigation (2nd Ed.) - Master/Pilot exchange & Under Keel Clearance (UKC).**

FINDING

During an onboard navigational audit and while approaching the port's channel, the PAS Auditor observed a significant deviation in the vessel's actual speed in relation to the passage plan UKC safe speed calculations. According to the voyage plan, a transit speed of 6 knots was required to maintain safe UKC margins in the designated channel. However, during the approach, the vessel was observed sailing at 10 knots. The Auditor also noticed that this discrepancy was not justified by any updated pilotage instruction or change in conditions. The PAS Auditor immediately brought this matter to the attention of the Master and OOW and emphasized its importance through discussion.

IMPORTANCE

When exceeding the calculated speed, the squat may increase significantly, potentially compromising safe passage in shallow or confined waters. Voyage and UKC calculations are carried out to ensure the vessel maintains a safe clearance from the seabed and any underwater obstructions. Failure to comply with the speed requirements and company navigation procedures related to UKC calculations poses a significant navigational risk. A reduction in clearance can result in touching bottom or grounding, potentially compromising watertight integrity or even causing pollution in the event of tank rupture.

LESSONS LEARNED

- Ensure strict compliance with the passage plan and company procedures.
- Monitor vessel's speed continuously and verify it remains within the limits defined by UKC calculations.
- Communicate the results of UKC calculations to the Pilot during the Master/Pilot information exchange
- Reinforce bridge team discipline by ensuring continuous situational awareness and by actively challenging any deviations from the passage plan.
- Foster open communication by encouraging all bridge team members to speak up when planned safety margins are not respected.
- Provide regular training and conduct assessments on UKC, squat effects and the influence of speed on safe navigation to ensure that Officers are well familiar and can apply these principles in practice.

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