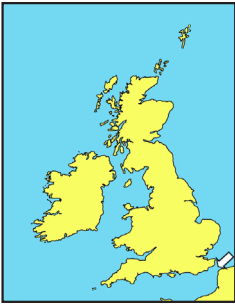


SYNOPSIS



At 0449 on 29 October 2008, the UK registered general cargo vessel *Scot Isles* was in collision with the Egyptian bulk carrier *Wadi Halfa* in the Dover Strait.

The watchkeeping officer on *Scot Isles*, which was on passage from Rochester to Antwerp and crossing the NE traffic lane of the Dover Strait Traffic Separation Scheme, did not detect *Wadi Halfa* before the collision.

The watchkeeping officer on *Wadi Halfa*, which was on a NE course in the NE traffic lane, saw *Scot Isles* when she was very close but, despite taking evasive action, could not prevent the collision.

Scot Isles suffered extensive shell plate damage on her starboard side which resulted in the loss of 60 tonnes of marine gas oil into the sea. *Wadi Halfa* was damaged, less severely, on her port side and was able to resume her passage to Bremen.

The vessels were within French coastguard jurisdiction when the accident was reported and, once the extent of damage and pollution was realised, the French authorities directed *Scot Isles* to proceed to Dunkirk to facilitate repairs and an investigation into the accident.

As a result of a complacent attitude to bridge watchkeeping on both vessels, safety barriers, which would have warned the bridge watchkeeping officers of the risk of a collision, were not in place. No lookout was present on either bridge at the time of the collision, and the vessels' radars and other bridge equipment were not used effectively.

A Safety Flyer has been published which identifies the key safety lessons from this investigation. Recommendations have been made to the International Chamber of Shipping, the UK Chamber of Shipping, The Nautical Institute and the International Federation of Shipmasters' Associations designed to promulgate the contents of the Safety Flyer to those organisations' membership to highlight to ship operators and seafarers the importance of effective bridge teams and the maintenance of proper navigational lookouts.