



SYNOPSIS

At 1619 on 12 May 2008, the Netherlands registered dry cargo ship, *CFL Performer*, ran aground on Haisborough Sand off the east coast of England. The vessel was refloated 15 minutes later and continued on passage to Grimsby, River Humber, where she arrived the following morning. There were no injuries or damage to the vessel, and there was no pollution.

The grounding occurred when *CFL Performer* was on passage from Paramaribo, Suriname. The ship was carrying 6020 MT of bauxite, and grounded 29 minutes after the OOW had adjusted course to follow the passage plan shown on the vessel's Electronic Chart Display Information System (ECDIS). The planned route took the vessel across Haisborough Sand, where the charted depth of water was considerably less than the vessel's draught. It is clear that this route was not adequately checked for navigational hazards either when planned or when being monitored.

ECDIS was the primary means of navigation, but none of the vessel's bridge watchkeeping officers had been trained in its use. Consequently, many of the system's features which could have prevented this accident were not utilised. Similar factors have been contributory to a number of recent groundings in UK waters. Although the use of ECDIS as the primary means of navigation is set to increase markedly during the next 10 years, specific competences in its operation have not yet been included in the STCW Code.

A recommendation has been made to the Maritime and Coastguard Agency (MCA) to support a proposal under consideration by the International Maritime Organization (IMO) for the inclusion of ECDIS competences within the STCW Code, and to press for the training required to meet such competences to be fit for purpose and assessed by examination and performance. Further recommendations have been made to the International Chamber of Shipping (ICS), the International Association of Marine Institutes (IAMI), the Association of Marine Educational and Training Institutes Asia-Pacific Regions (AMETIAP) and the International Association for Marine Electronics Companies (CIRM) aimed at improving the quality and effectiveness of both generic and equipment specific training in ECDIS. A recommendation has also been made to the International Chamber of Shipping to promote the need to preserve recorded information, including ECDIS information, following an accident. A further recommendation has been made to CFL Shipmanagement B.V. which seeks to ensure procedures are incorporated into its safety management system on the use of ECDIS.