



Fleet Incident Report and Lesson Learned

FIR # 9

Distribution Date: 7 May 2019

Action Item Due: YES

Incident Report: Incidents Requiring Immediate Report

What Went Wrong

During routine survey operations, the vessel Brooks McCall started to drift off the survey line. The captain tried unsuccessfully to steer back to the line and then switched over to hand steering, but the rudder indicator did not move. The captain switched pumps but still got no response. He notified the Party Chief and Chief Engineer.

The Chief Engineer found a rusted elbow on a hydraulic fluid line leaking in the rudder compartment resulting in the loss of steering. The leak was not easily detected because it was located under a deck plate. Once the part was replaced, steering was restored.

Incident reports and NS5 report were completed correctly by all involved parties, but the office was not aware of the incident until that paperwork was submitted – two days after the incident.

According to SMM, **SOP-GEN-007L**, Incidents requiring an **immediate** report include, “Unplanned loss of steering, propulsion or any associated control system that reduces the maneuverability of the vessel.”

Immediately can be by phone call, email, text, or any other communication, **“followed up by an NS5 generated report as soon as practical to dpa@tdi-bi.com.”**

What needs to be done to prevent recurrence

Actions you need to take on your vessel:

Department	Responsible Person	Action to take	To be Completed by Date
Bridge	First Mate	Review SOP-GEN-007L Section 5.1 with the bridge crew to ensure they are aware of what incidents require immediate reporting.	May 31, 2019 Confirm review completed to HSE@tdi-bi.com

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