



Incident: Grounding of Lady Shona: **Location:** Poole Harbour

Summary of incident: Skipper tried to cut a corner between the main channel (PHM "12") and the South Deep Channel (PHM "2") in Poole Harbour. They were unable to hold the course and the starboard keel hit the sandbank. Engaging the engine, Lady Shona was successfully reversed off the sandbank and returned to the main channel and made the standard entrance to the South Deep channel around mark "14" (see picture below)

What lead to the incident?

- Complacency – with vessel, procedures, and cruising ground
- Lack of situational awareness
- Poor decision making in deviation from main buoyed channels. Failure to check navigation and to monitor progress.
- Lack of planning

Key lessons learned:

Lack of understanding of and adherence to RSP procedures and MCA Code of practice indicated by the following:

- Flippant and unprofessional approach to completion of crew form and logbook.
- Poor passage planning, decision making, and a lack of situational awareness were key drivers in the cause of LS grounding in Poole harbour. If in any doubt stop the vessel in safe water and reappraise the situation
- Safety Management Systems not followed. Incident was not logged, and not reported to the office until three days after the event, when Lady Shona had already been taken on another charter.
- Lack of understanding about the commercial nature of the vessel and associated legal requirements and responsibilities. Lady Shona, a commercial vessel, grounded and the incident was reportable to the Maritime Accident and Investigation Bureau (MAIB) as confirmed by them.

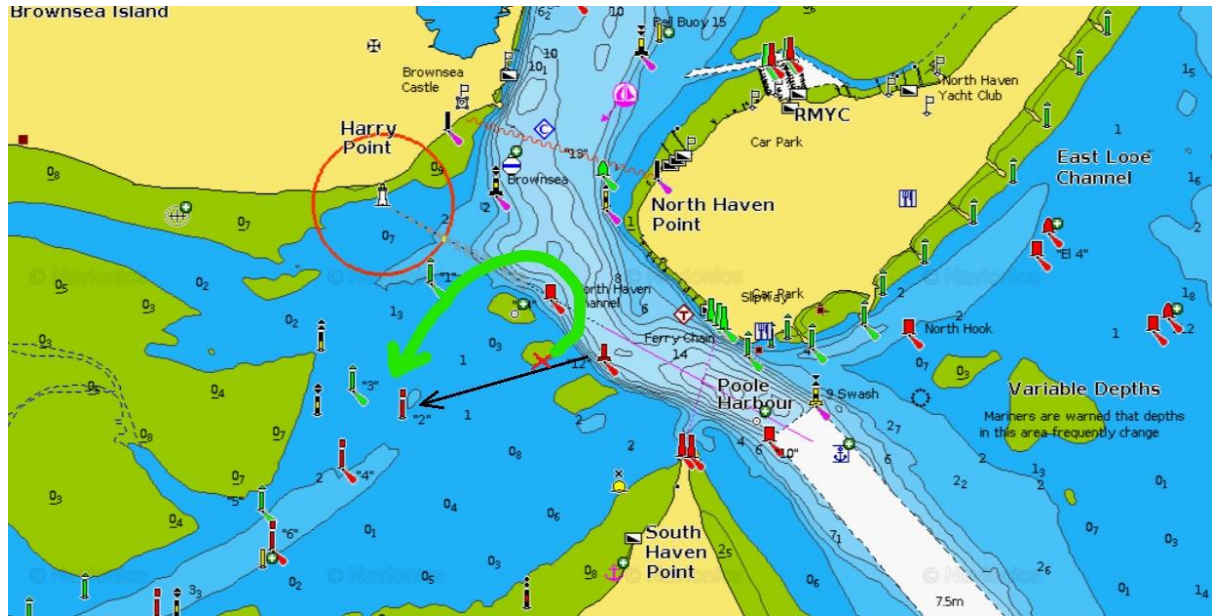
Follow on actions:

- 1) Project Director to liaise with MAIB

Skippers of Lady Shona will be required to:

- 2) Confirm that they and the Mate have read the Lady Shona Guidelines and SMS
- 3) Submit completed pre-departure checklist to the office and confirm safety briefing has taken place prior to departure
- 4) Documentary Evidence of Appraisal, Planning, Execution and Monitoring (APEM) of daily passage plans to be submitted to the office at the end of the voyage.
- 5) End of voyage checklists to be submitted at the end of the voyage.

Rona Sailing Project Incident Report Summary: #1



Key:

Black arrow: Intended course, which is out of the main channel which 'cutting the corner'

Red cross: Where contact was made with sandbank

Green: Route Lady Shona subsequently took, which is back in the main channel