

RESPONSES RECEIVED ON DRAFT REPORT: 'COLLISION IN NORTH SEA TRAFFIC SEPARATION SCHEME LESSONS LEARNED FROM THE COLLISION BETWEEN THE AMADEUS AQUAMARIJN AND THE Z60 BLUE ANGEL'

Reading guide: The fourth and fifth columns provide the literal text of the responses of the parties. The last column contains an explanation from the Dutch Safety Board of the way the responses were processed.

No.	Organisation	Section	Text to be corrected	Argumentation / reasoning for your reaction	Adopted?	Dutch Safety Board response
1	De Bock Maritiem	1	2.30 hours local time -> 03.30 hours local time.	The incident occurred at 03:30LT.	Yes	Time adjusted in accordance with review reaction.
2	De Bock Maritiem	2.1	2.30 hours local time -> 03.30 hours local time.	The incident occurred at 03:30LT.	Yes	Time adjusted in accordance with review reaction.
3	FEBIMA	2.1	Following the collision, the Amadeus Aquamarijn set a new course for Harlingen accompanied by, removed for Harlingen, remove 'for Harlingen'.		Yes	Text corrected.
4	FEBIMA	2.2.1	When the engine was restarted it became Insert comma between restarted and it became.	Readability	Yes	Comma added.
5	FEBIMA	2.2.1	It was decided by the captain Make active sentence, e.g. the captain decided to continue his journey at half power.	Readability	Yes	Text change adopted.
6	FEBIMA	2.2.1	And could still make use within the full range ... Clarify 'range'.	It is unclear what range means.	Yes	Text adjusted. Text becomes '... and in an emergency could still make use of full engine power'.
7	FEBIMA	2.2.1	Typing error in Dutch		Yes	Text corrected.
8	De Bock Maritiem	2.2.1	Typing error corrected in Dutch	Part of a combustion engine.	Yes	Text corrected.
9	FEBIMA	2.2.1	The control was switched to automatic. Change to for example 'Autopilot was switched on.'	Legibility	Yes	Text change adopted.
10	FEBIMA	2.2.1	Typing error in Dutch		Yes	Text change adopted.
11	FEBIMA	2.2.1	Leave 'without anything remarkable' at the end of the sentence or leave it out.	Did the vessel overtake without anything special or was the Amadeus Aquamarijn without anything special?	Yes	Text adjusted. Text becomes: 'In the subsequent one and a half hours, two vessels overtook the Amadeus Aquamarijn on the starboard side'.
12	FEBIMA	2.2.1	At around 03.15 hours, the CPA alarm was triggered on the ECDIS screen. The second mate observed that a vessel was approaching the Amadeus Aquamarijn from behind ... Alter section to information on page 30.	In the analysis on page 30, 4.3.2, line 28 and thereafter, it is reported that the Z60 was observed on radar at the distance of 8-9 miles. This does not match the information on page 9.	Yes	Text adjusted. Both on page 9 and page 30, times and distances have been matched.

No.	Organisation	Section	Text to be corrected	Argumentation / reasoning for your reaction	Adopted?	Dutch Safety Board response
13	FEBIMA	2.2.1	'He did however observe the Z60 Blue Angel carry out a minor course change ...'. Insert comma behind change'.		Yes	Comma added.
14	De Bock Maritiem	2.2.1	03:38 -> 03:34LT.	Time was around 03:34 LT.	Yes	Time adjusted in accordance with review reaction.
15	FEBIMA	2.2.2	'The master decided not to have a lookout' for example into 'the master decided not to place a lookout', or 'the master did judge that a lookout was not necessary'.		Yes	Text adjusted. Text becomes: 'The master decided not to place a lookout in the wheelhouse'.
16	FEBIMA	2.2.2	Change ECDIS to chart plotter.	The use of the word ECDIS suggests equipment that complies with the SOLAS requirements. (see also comment to 3.4.2).	Yes	Text adjusted. For the entire document regarding the Z60 Blue Angel, replace ECDIS with chart plotter (ENC). Also an explanatory note added.
17	FEBIMA	2.2.2	During this hour, the duty watchman saw nothing unusual on the radar. Insert word in Dutch, not applicable in English.		Yes	Text change adopted.
18	De Bock Maritiem	2.2.2.	03:38 -> 03:34 LT.	Time was around 03:34 LT.	Yes	Time adjusted in accordance with review reaction.
19	FEBIMA	2.2.2	At the moment that the duty watchman first felt anything, he was stood in front of the window, but was unable to see anything. Change to for example: "At the moment that the duty watchman first felt anything, he was stood in front of the window, but was unable to see what had caused the shock.	'He was unable to see anything' could suggest the blinding of the duty watchman, which was not the case, I seem to remember.	Yes	Text adjusted. Text becomes: '... but was unable to see what had caused the shock'.
20	FEBIMA	2.2.2	At first, neither the master nor the watchman were able to see anything on the radar or out of the window. Change for example to: 'neither the master nor the watchman were able to observe any object on the radar or out of the window of the wheelhouse, which could have caused the shock.'		Yes	Text adjusted. Text becomes: 'At first, neither the master nor the watchman were able to observe any object on the radar or out of the window of the wheelhouse, which could have caused the shock'.
21	FEBIMA	2.2.3	Change Z60 Blue Angel to Amadeus Aquamarijn.		Yes	Text corrected.
22	De Bock Maritiem	2.2.3	The Aquamarijn was sinking -> not sinking.	The ship was not sinking, the ship had sufficient buoyancy. The ship was able to continue to sail for days, under its own power.	Yes	Text adjusted. Sentence '... and that the Amadeus Aquamarijn was sinking' removed.
23	De Bock Maritiem	2.2.3	All engines and technical systems had failed -> no systems failed, the vessel remained operational at all times.	No systems failed, the vessel remained operational at all times.	Yes	Text adjusted. Text becomes: 'The engines, generators and technical systems continued to run normally'.
24	De Bock Maritiem	2.2.3	The Amadeus Aquamarijn was towed to Harlingen by two tugs -> the ship was not towed, ship sailed to Harlingen under its own power.	The Amadeus Aquamarijn was not towed; the vessel sailed to Harlingen under her own power. The tugs were only available on standby.	Yes	Text adjusted. Text becomes: 'Accompanied by two tugboats, under her own power, the Amadeus Aquamarijn sailed into the port of Harlingen'.
25	De Bock Maritiem	2.2.3	03:24 -> 04:24 LT.	Must have been around 04:24LT.	Yes	Time adjusted in accordance with review reaction.
26	De Bock Maritiem	3.1.1	'Two of them also hold a Belgian passport' -> mismatch with page 39?	Page 39 refers to only one person with dual nationality?	Yes	Text adjusted. Text becomes: 'One of them also holds a Belgian passport'.

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27	FEBIMA	3.2	'Accident area'.	Unable to place this word.	Yes	'Accident area' changed to 'Location of the accident'.
28	FEBIMA	3.4.2	'Both vessels were sailing according to electronic sea charts with a certified ECDIS system.' Change to for example: 'Both vessels were sailing according to approved electronic sea charts.' Also in the text make no further use of the word ECDIS when referring to the chart plotter on board the Z60.	Z60 is a non-SOLAS vessel and was probably sailing with timezero or maxsea. AMADEUS AQUAMARIJN is a SOLAS vessel. Both chart systems were approved, but probably not according to the same ECDIS standard as determined by SOLAS. The use of the word ECDIS suggests that the equipment satisfies the SOLAS requirements.	Yes	Text adjusted. Text becomes: 'On board the Amadeus Aquamarijn, by means of a SOLAS certified ECDIS system. The Z60 Blue Angel was equipped with an ECS system (chart plotter)'.
29	FEBIMA	3.4.2	On the Z60, the CPA alarm of the AIS could ...	Was it the CPA alarm of the AIS that could be set or of the radar/ARPA? Page 29 refers to use of ARPA for determining CPA.	Yes	Text adjusted. replaced AIS by ARPA.
30	FEBIMA	3.4.2	'When the vessel is fishing.'	Here the present tense is used, while the past tense is used in this paragraph and all previous paragraphs.	Yes	Text adjusted.
31	FEBIMA	3.4.2	Change 'semi-continuous' to 'commonly' or 'frequently' or 'often'.		Yes	Text adjusted, 'semi-continuous' replaced by 'often'.
32	FEBIMA	4.2.4	The alarm was set to 0.4 NM.	Page 17, line 13 refers to 0.2 NM.	Yes	Text corrected. CPA was set to 0.2 NM.
33	FEBIMA	4.2.4	'... the CPA alarm was unintentionally switched off.' Remove: 'unintentionally'.	There was no indication on board that any check was made of the settings of the equipment before starting the journey or after fishing. The term unintentionally should be removed.	Yes	Text adjusted, 'unintentionally' removed here and in other places in the text.
34	FEBIMA	4.2.5	Adjust numbering	Numbering switches from 4.2.5 to 4.2.6.1 and subsequent numbers (line 1 and 10 on page 30) remain 4.2.6.1.	Yes	Numbering corrected.
35	FEBIMA	4.2.5.1	The radar settings (true vectors) were not included in the analysis.	Page 17 refers to true vectors and true trails on the radar on board the Z60. At this setting, an observation for danger of collision is less clear than with a short glance at the radar. As a consequence, this setting influenced observability of a collision course.	No	Review reaction not adopted. Agree that with this setting, a collision risk sighting is less obvious with a quick look at the radar, but the watchman on the Z60 Blue Angel reported a complete failure to observe the Amadeus Aquamarijn on the radar. For that reason this point was not included in the analysis.
36	FEBIMA	4.2.5.1	The settings of the chart plotter on the Z60 are not reported.	The chart plotter was also able to generate a CPA on the basis of AIS. Because no alarm was triggered, this was clearly not switched on.	No	Review reaction not adopted. The settings of the chart plotter in question were not confirmed during the investigation on board the Z60 Blue Angel.
37	FEBIMA	4.3.3.2	Change ARPPA to ARPA.		Yes	Text corrected.
38	De Bock Maritiem	4.3.3.3	'Practising no non-standard situations, facilitating assertiveness training and/or using the simulator' -> 'We specifically train our people by offering assertiveness training (2x a year) and also have our people carry out simulator training for our specific trade (inland shipping).	In addition to the compulsory STCW we do offer our people specific training. Assertiveness training (2x per year in the Netherlands and Indonesia) and our people have undertaken simulator training for our specific trade (inland shipping).	Yes	Text adjusted. Text becomes: 'The shipping company of the Amadeus Aquamarijn has indicated that in addition to the compulsory STCW training, specific company training is organized twice a year in the Netherlands and Indonesia, which also includes assertiveness aspects. At present, simulator training is only offered for the inland shipping activities of the shipping company'.
39	FEBIMA	5.2	Add the trim of the Z60 as cause.	The Z60 had a slightly backward stance, as reported in 4.2.3.2 page 24.	Yes	Text adjusted. Text becomes '... and both the trim and masts of the Z60 Blue Angel ...'.
40	FEBIMA	5.2	'... that was unintentionally switched off prior to the collision'. Change for example to: '... that was switched off prior to the collision. No checks were carried out on board regarding the settings of the navigation equipment prior to the start of the journey'.	The absence of checks was one of the causes that the alarms were not set as expected.	Yes	Text adjusted. 'unintentionally' removed. The sentence 'No checks were carried out on board regarding the settings of the navigation equipment prior to the start of the journey' has been added.

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41	De Bock Maritiem	5.2	Tired\combined -> typing error '\??	Typing error	Yes	Text corrected.
42	De Bock Maritiem	Appendix A	Maximum propulsion capacity 750 kW -> 749 kW. Home port: Alkmaar -> vessel was sold at the end of 2022, homeport is currently Druten.	749 kW Home port: Druten (since December 2022).	Yes	Vessel data adjusted.
43	FEBIMA	Appendix A	Just one person with BE/NL nationality.	Page 13, line 3 refers to two persons with Belgian/Dutch nationality.	Yes	Corrected on page 13.
44	De Bock Maritiem	Appendix A	Here one person mentioned with dual nationality, does not match page 13. See also above.		Yes	Corrected on page 13.