

COMMUNICATION: THE KEY TO BETTER SAFETY

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Editorial

This edition contains a wide range of different types of reports, and we are grateful to all our reporters for the high quality of their submissions.

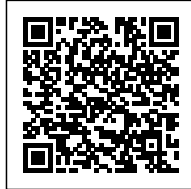
One theme which links the majority of the reports is the need for better communication at all levels, whether it is between ports and port users, between vessels, or between the various parties on board a ship. Our reports clearly demonstrate how a failure to communicate or a breakdown in communication can so easily lead to misunderstandings and accidents. On a positive note, there is also a report where good communication between the bridge team and the pilot prevented a potentially serious incident.

The role of port authorities is a factor in some reports, and failures of coordination and communication again feature prominently. Many mariners would probably be reluctant to criticise a port authority, but the good ports will always welcome constructive comments. If you witness anything you think could be improved, it should be raised with your DPA or mentioned to the pilot.

Unfortunately, we also feature a report of a substandard vessel. We are seeing more of these types

of reports, which indicates there must be a large number of vessels sailing in a totally unacceptable condition. Such vessels tend to be quite old, so somehow they have traded for years without being detected by port state or classification society surveyors. How is this possible? Are the inspectors spread too thin, or are there surveyors who do not care or look the other way? If you experience such vessels or cases where deficiencies are not acted upon, please let us know.

Until next time, stay safe!



There are no comments yet.