

QUESTIONS OF INTEGRITY

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EditionSY 06

Editorial

The common theme throughout this edition is integrity!

We start with two cases where watertight integrity, or its absence, was the main contributing factor. Fortunately, in both cases the crews responded in a very professional manner and a major disaster was avoided.

Several cases involve what we might call design integrity – inadequate alarms, poorly-positioned heating lamps, and areas where explosive vapours can build up to name a few. We strongly believe in the benefit of having senior officers present during construction. Still, even if this is not possible, the first crew to join a new vessel can carry out a thorough risk assessment by inspecting every part of the yacht and asking themselves how everything will work in practice and what potential dangers might have been introduced as a result of the design.

Then there are issues around operational integrity – are there sufficient crew numbers, is the proper PPE provided, and is it used?

Finally, we consider system integrity. Naming the master as the DPA is wrong in principle, contravenes the requirements of the ISM Code, and is also obviously a bad idea!

There are some excellent reports in this edition and much food for thought. We thank all our reporters for bringing the issues to our attention so we may all learn the safety lessons they have raised.

**Yours in Safety,
The CHIRP team**



