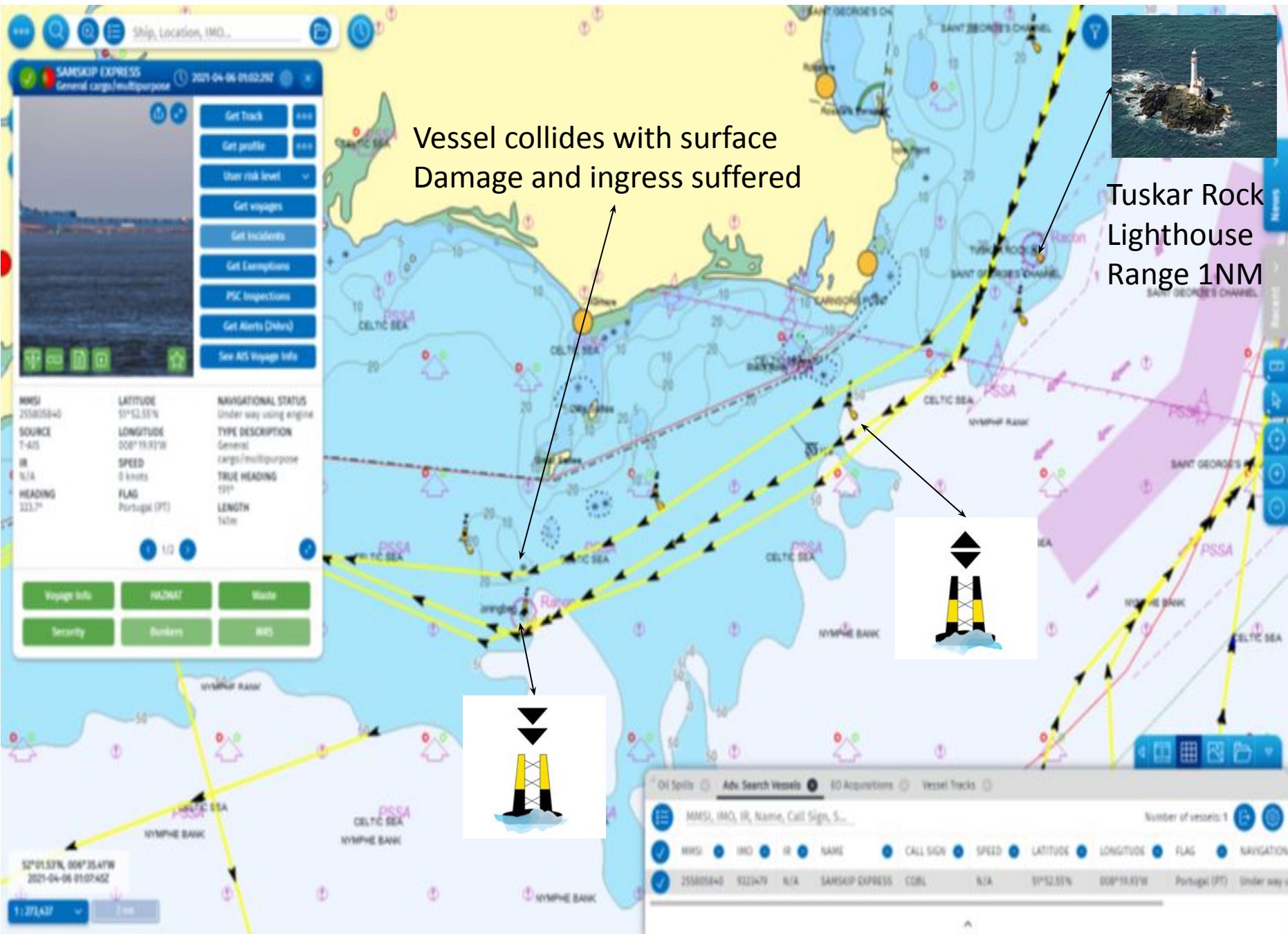


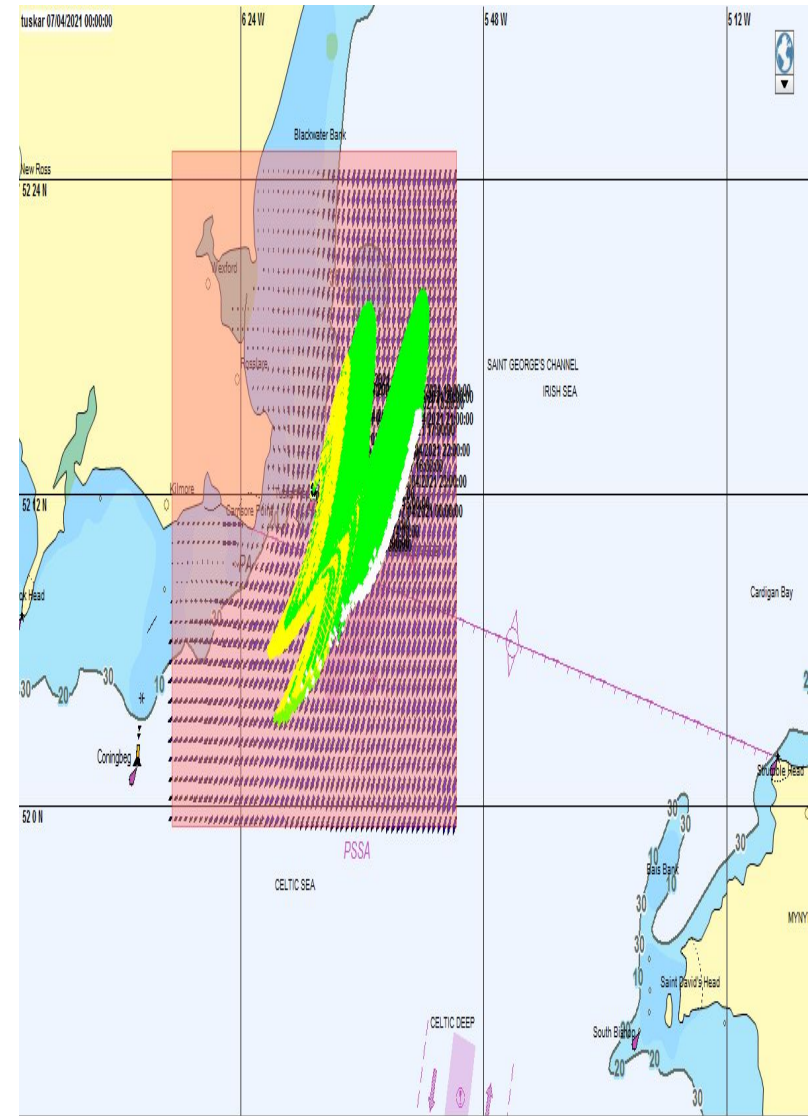
Historical ABM Feedback Éire

- Coming out of ABM and Advanced Analytics WS6, EMSA approached looking to beta test HABMs
- My case study is on the Samskip Express
- Why this vessel? Involved in 2 separate grounding incidents
- What was I hoping to find? Any indication of drifting (NUC) unreported from vessels tracks
- What was discovered? Vessels behaviour at the Tuskar Rock traffic separation scheme contrary to Colreg 10 d(i)
- 1 in every 4 trips on average was using the TSS ISL
- Concern vessel transiting from benign conditions in the Irish Sea to the more moderate south westerly conditions of the Celtic Sea/Atlantic ocean, risk of break down and collision with Tuskar Rock lighthouse



Sequence of Events

- Vessel reported collision
- H-ABM identifies arrival in port Waterford
- Backtrack vessel query for year 2020 discovered vessel always using inshore lane when heading south.
- Vessel passes Lighthouse at 1NM, Winds locally predominately South Westerly
- In event of breakdown insufficient time and safe water for salvage mission.
- Vessel passes North of 2 Cardinal markers and collides with Red Bank
- Vessel shows bad habits opportunistic shortcutting
- Vessel operates between the Netherlands and Ireland
- Resultant New ABM established in inshore lane, spec Cargo, Fishing Vessel above certain speed.



Lily B disabled Oct 2020



Current status

- New ABM has been established in the Inshore Lane of Tuskar Rock TSS
- HABM of Tuskar Rock TSS back dating 24 months with algorithm to identify vessels over 20 metres, above certain speed and general cargo classes
- Currently working through this data
- Liaising with Marine Surveyors office who have also identified a second vessel of interest with regards to bad behaviour
- In this case an Automatic Behaviour Monitor has been used as a dangerous behaviour detector