

50429 3 2 1 Kai Granholm was a member of the Finnish Foreign Service assigned to the Finnish Embassy at Lisbon, Portugal. On July 8, 1981 Granholm left Newport, Rhode Island for Portugal in his "advance 36" stock design sailing yacht the OLYMPUS CAMERA. Granholm was sailing her alone in an activity known as "single handed sailing" . . . an activity with which Granholm had 7 years experience. This voyage from Newport to Portugal constituted a qualifying sail for the London Observer transatlantic single handed race from Plymouth, England to Newport, in which Granholm intended to compete later in 1981.

Night had fallen on July 11. The weather was clear and a light wind was blowing. The OLYMPUS CAMERA was on autopilot steering a course of 90'. Granholm checked all equipment aboard the OLYMPUS CAMERA and scanned all around the horizon for the lights of other vessels. Granholm saw no lights. Granholm went below, set an alarm to wake himself in 30 minutes, and went to sleep. As Granholm slept, there was no lookout aboard the OLYMPUS CAMERA.

72COLREGS, International Navigation Rules, Rule 5 provides in pertinent part: Every vessel . . . shall . . . at all times . . . maintain a proper look-out . . . so as to make a full appraisal of . . . the risk of collision.

Granholm was awakened by "a terrible crashing noise" as the OLYMPUS CAMERA rolled over. As Granholm escaped the cabin, he saw the stern of the container ship TFL EXPRESS up close and personal. Granholm broadcast a "mayday" and the TFL EXPRESS and another ship responded. Granholm temporarily stopped his yacht from leaking and elected to stay aboard and return to Newport. On the afternoon of

July 14, Granholm abandoned his sinking yacht and was taken aboard the CYS BRILLIANCE, bound for Venezuela.

In apportioning fault for the collision, the admiralty judge found Granholm at fault for failing to maintain a proper look-out, commenting. "The obligation to maintain a proper lookout falls upon great vessels and small alike. It may seem unfeeling to condemn single handed transatlantic sailors for sleeping at night. But they pursue this hazardous avocation voluntarily, and are not exempt from the requirements of prudent seamanship."

More next week on The Admiralty Docket. Until then, remember your rights and responsibilities may change as you approach the shore and may God Almighty grant you pleasant sailing. 50429

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