

## Excessive speed when approaching berth



It was morning with clear skies and NW winds at 25-30 knots. The 200 m RoRo vessel had picked up the pilot and there had been a short pilot briefing where the pilot informed the bridge that the vessel would berth starboard side to berth A which had a course of 285°. The approach in the fairway was 090°. This meant that the vessel had to do a major port alteration of 195°. The port had no breakwater and was open to the sea.

The pilot had the conn and the vessel was sailing down the fairway on a 090° course at a speed of 9 knots.

**Two tugs were standing by** but were not connected. At the position where the pilot decided to start the alteration there was less than 500 m of space between the berths in the port basin. The pilot ordered the vessel to come around to port and stop the engines. The vessel was still making 9 knots and was sensitive to the wind because of its large hull and superstructure. This caused the strong NW wind to push the vessel away from the berth.

**The vessel started to alter to port**, and when the vessel was facing the berth at a 90° angle it was only 50 m ahead. The pilot now realised the danger and ordered slow astern and hard to port, followed instantly with full to port on the bow thruster. As the speed was excessive for the bow thruster, nothing happened.

**At the same time** the Master realised that the vessel was not slowing down, so he ordered the port anchor to be released and full astern on the engines. It was too late, and the bulbous bow hit the quay at a 90° angle.

**After the contact** the tugs were connected and berthed the vessel.

**The vessel had to dry dock** to repair the bulbous bow. The berth also had to be extensively repaired.

# Discussion

Go to the "File" menu and select "Save as..." to save the pdf-file on your computer.

You can place the marker below each question to write the answer directly into the file.



When discussing this case please consider that the actions taken at the time made sense for all involved. Do not only judge, but also ask why you think these actions were taken and could this happen on your vessel?

1. What were the immediate causes of this accident?

2. Is there a risk that this kind of accident could happen on our vessel?

3. How could this accident have been prevented?

4. How do we ensure that we keep track of the current and wind and how is this communicated within the bridge team?

5. Do we have assigned roles for the bridge team?

6. If not, would this be beneficial?

7. Do we have limits on what speed is acceptable to approach a berth?

8. If we are uncomfortable with the pilot's approach, what are our procedures?

9. If the berthing arrangement is very different from that planned, what are our procedures?

10. If the pilot's information is not as planned, how should we proceed as a bridge team?

11. If tugs are available, do we use them?

12. Are there any specific environmental limits to when we should use tugs?

13. What sections of our SMS would have been breached, if any?

14. Does our SMS address these risks?

15. How could we improve our SMS to address these issues?

16. What do you think was the root cause of this accident?

17. Is there any kind of training that we should do that addresses these issues?