

# Safety Alert

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**Subject: Vessel Contact with Wind Turbine**

## What Happened / Narrative

After a transfer of 4 technicians to a wind turbine, the vessel was positioned just outside the 200-meter exclusion zone for standby. The next task was to pick up the same technicians when they had completed the work they had planned. The OOW moved the vessel from the turbine to outside exclusion zone in DP surge mode. Just outside the exclusion zone, the vessel was turned to have stern on the weather, vessel was then in a “drift on” position. On completion of turn, the OOW activated auto DP by “double tapping” the Auto DP button, but not confirming that the vessel indeed was in full auto DP before leaving the DP desk to deal with other duties. The OOW was at the time alone on the bridge. The Vessel was still in DP surge mode and by the help of the current, the vessel drifted towards the wind turbine and made contact just 6 minutes later. The vessel had a speed of 1.1 knots at the time of contact.

The vessel hit the wind turbine with the helideck perimeter netting and the bridge wing on port side of the vessel. The incident did not result in any personal injuries, and only minor damage to turbine, and vessel. No technical issues were identified during the investigation of this incident.

## Why Did it Happen / Cause

1. OOW failed to comply with procedures and industry guidelines
2. OOW did not confirm that full auto DP was activated after double tap of the button on joystick
3. OOW was alone on bridge
4. OOW decided to deal with some administrative task while alone on bridge
5. Vessel placed in a drift on position

## Corrective Actions Taken / Recommendations

The incident was fully investigated, and a corrective action plan established including but not limited to:

- A review of Bridge operations procedures with emphasis on bridge routines.
- A review of Bridge operations training Module 1 and 2

## Photographs / Supporting Information

Damage to vessels helideck perimeter netting and bridge wing



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