

Safety Alert

Number: 22-13

Published: 21/11/2022

Subject: Vessel Contact During Manoeuvring

What Happened / Narrative

At the time of the incident the vessel was going up the river Dee in Aberdeen, during the approach with a heading of approximately 255° towards Torry berth #5 they passed a vessel moored up at Mearns Quay #1, port side alongside.

Due to an underestimation of the current coming down the river (approx. 1.0 knot or over) the manoeuvring vessel made contact with the vessel on Mearns Quay with their starboard quarter to her starboard bow.

Once the vessel bow started to swing to port (planned manoeuvre), the current in the river acted on the vessel causing even more of a swing to port whilst at the same time the aft of the vessel went to starboard. At this stage it was too late to avoid making contact with the vessel moored on Mearns Quay.

No structural damage was incurred, but there was some damage to the paint coating as can be seen in the picture below.

Why Did it Happen / Cause

The vessel owner identified the following causes during their investigation:

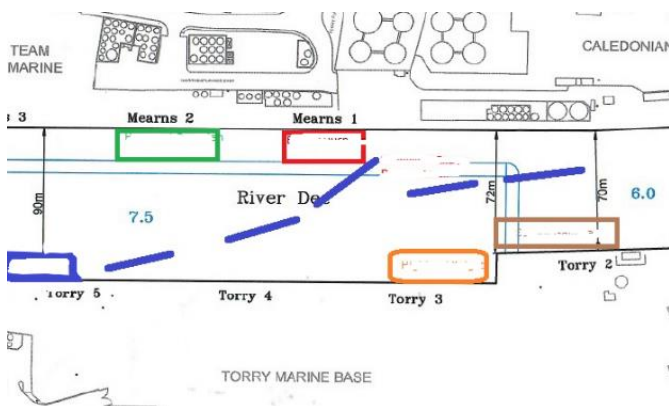
- Lack of planning ahead
- The vessel was unfamiliar with operations in this port
- The ebb of the river was at its strongest and in addition had it been raining heavily 2 weeks prior to the incident causing the current in the river to be stronger than normal
- The vessel should have asked the port Vessel Traffic Services for information about the current in the river

Corrective Actions Taken / Recommendations

The following actions / focus points for similar operations were identified and put in place by the vessel owner, these were circulated to their full fleet:

- Plan manoeuvring ahead of departure/arrival. If elements such as strong current exceeding 2 kts, or constant wind is above 25 knots a toolbox talk must be carried out in addition with departure/arrival checklist. This has been added into the departure/arrival checklist as item.
- Use of an active AB for lookout on deck for reporting distance and movement of vessel towards all barriers
- Use of safe speed has to be considered when manoeuvring in areas affected by strong forces of wind and/or current
- Use of port Vessel Traffic Services for advice when entering the river if vessel crew is not familiar with the area

Photographs / Supporting Information



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