

## Allision with Pier (Lessons Learnt / Case Study)

### What Happened:

- A Company vessel recently experienced a slight impact with a pier when moving and berthing astern:
  - weather was light though wind (about 10kn) was pushing towards the pier
  - engines were in good working order
  - alcohol tests were negative
- The damages were relatively minor:
  - the ship's transom plating was dented and had to undergo temporary repairs
  - a crack of the top layer of the concrete pier and possibly on a rubber fender



### Contributing Factors / Causes:

- Inadequate assessment of:
  - vessel's speed and changes in distance
  - associated distance reporting
  - adequate time for engines effect

## CORRECTIVE & PREVENTIVE ACTIONS REQUIRED:

### Vessels:

- 1) Hold a dedicated safety meeting of the Bridge Team and officers participating in maneuvering at mooring stations:
  - a) review this Bulletin with Lessons Learnt / Case Study
  - b) revisit the VMS procedures on:
    - [Fleet Ops > 4.0 Marine Operations > 4.1 Navigational Operations](#) and specifically:

- ◆ [4.1.2 Bridge Pre Arrival and Pre Departure Checks](#) - Pre- and Post- maneuvering brief procedure, and the importance of:
  - ▶▶ speed [max/min] to be monitored
  - ▶▶ particular distances to be monitored
  - ▶▶ reports required for changes in speed and distances and their frequency
  
- ◆ [4.1.16 Ship Handling](#) – Ship handling procedure, and the importance of:
  - ▶▶ continuous evaluation of the direction of movement
  - ▶▶ pertinent distances for every approach
  - ▶▶ awareness of hazards
  - ▶▶ necessity for timely adjustments and early decision
  - ▶▶ vessel's limitations including time lag for effect by engines and helm
  
- ◆ [4.1.14 Bridge \(Team\) Resource Management](#) – Bridge Resource Management procedure, and the importance of:
  - ▶▶ effective communication - appropriate type and quantity of communication including forward views of intention and constructive feedback; closed loop communication by frequent “order- confirmation – acknowledgment” style reporting
  - ▶▶ sharing the mental model / intentions - thinking aloud technique including before course or speed alternation
  - ▶▶ situational awareness – situational reports (SitRep)

*The Bridge Team includes also the participation of the Pilot for the purpose of the above*

2) Revert to your VOTech/Fleet Cell and DPA with positive reports on the above

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### The Company:

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- 1) Circulate a Lesson Learnt case study fleet wide
  
- 2) Advise its training providers on Bridge Team Management / Ship handling simulation courses of this Bulletin and its lessons learnt / actions required

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