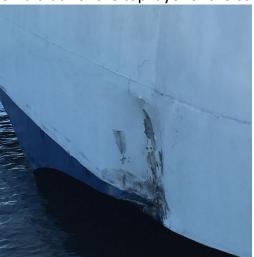
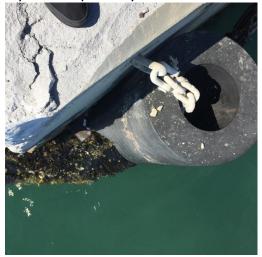
# Allision with Pier (Lessons Learnt / Case Study)

### What Happened:

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





## Contributing Factors / Causes:

- Inadequate assessment of:
  - o vessel's speed and changes in distance
  - o associated distance reporting
  - o 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:

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- 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 Handlling 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
- ◆ <u>4.1.14 Bridge (Team) Resource Management</u> 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

### The Company:

- 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

