

Marine Safety Flash



A18-04 (15th Feb)

Vessel Allision Event

Incident Overview

During port-side berthing operations of a platform supply vessel (PSV) alongside a supply base, contact was made with the vessel port quarter and the wharf following incorrect transfer of controls from the forward to aft station. This resulted in the port azipull not being available at the aft station whilst the starboard azipull thruster was already engaged to push alongside. This resulted in the vessel hitting the wharf before the port azipull had a chance to slow the stern sliding towards the berth.

In the immediate aftermaths of making contact, control of the port azipull was obtained at the aft control console by way of utilising the non-follow-up (NFU) function before the vessel was secured alongside and an initial damage assessment could be conducted by the crew onboard

Diagram 1: position of vessel prior to final approach and change of operator station

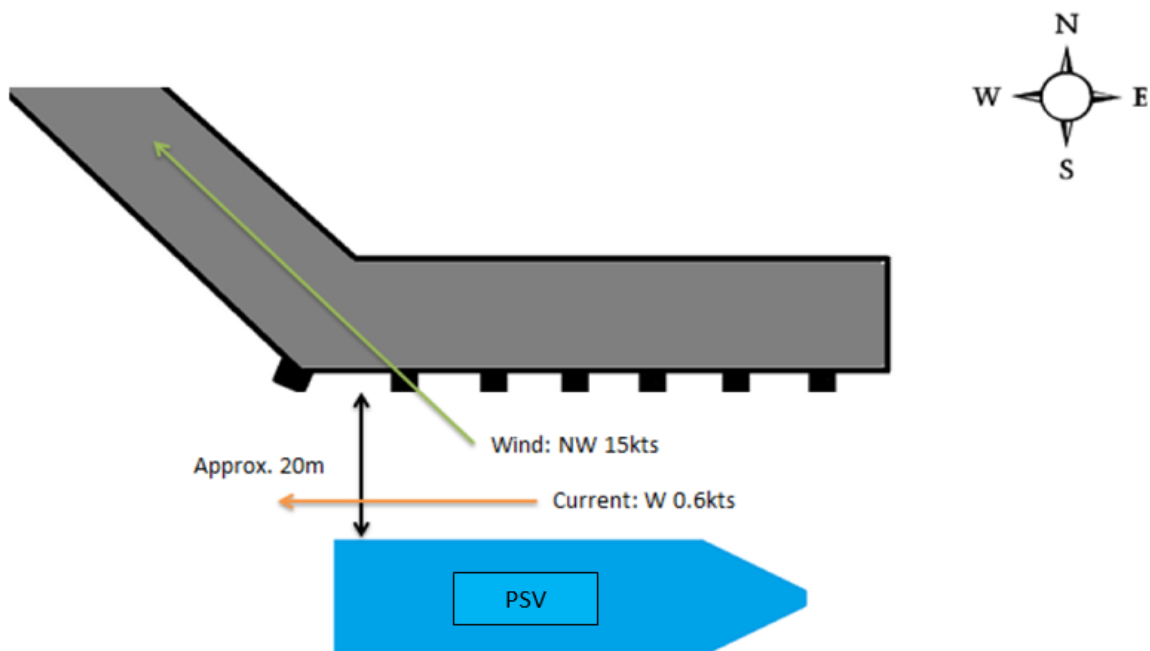


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Key Findings

- (1) Although a risk assessment was carried out, there was no clear consideration in the planning of the operation towards adequate bridge resource management (BRM), including when changing command from forward to aft.
- (2) The port-side forward azipull control lever was not at 'zero' prior to change of conning station, resulting in the inability to take command aft.
- (3) The testing of the equipment readiness immediately following command change was not implemented until the need for use.
- (4) The vessel was in close proximity to the wharf prior to change of command stations, resulting in limited time to correct any issues.

Recommendations

- Ensure the Company safety management system and relevant procedures/checklists call for consideration to robust BRM techniques, particularly during critical task.
- Ensure vessel built in safety systems/interlocks are well known by all bridge team members, including all equipment associated with a change in conning command. Additionally, back-up systems available such as non-follow up.
- Ensure vessel set up prior to approach is in all respects tested fully operational and the vessel is at a safe distance such that any deficiency can be rectified or the operation safely aborted.