

Unfinished arrival checklist led to severe damage

The passenger vessel was approaching the port. It was a summer morning, with clear skies, the weather was moderate at Beaufort 6, which had caused some rolling during the night. To smooth the motion of the vessel, the OOW had deployed the vessel's stabilizer fins. When the fins were out, a small red light was turned on in the cockpit.

On the bridge was the 2nd Officer who was the OOW, the Master, Chief Officer, and a lookout. The Master asked the 2nd Officer how the watch had been and if there had been any rough weather. The 2nd Officer informed that he had deployed the fins because of the weather. A mile before the port, the vessel slowed down and picked up the Pilot.

The Master and Pilot did a quick pilot briefing as the vessel was often in this port. The Master took the conn for the arrival, and the Pilot was monitoring. The 2nd officer left the bridge to go forward for the arrival, and the Chief Officer took over his role in the cockpit. The OOW informed the Chief Officer that he had almost finished the arrival checklist, but some points had not been completed. However, a fire alarm sounded, and the Chief Officer left the cockpit and had a look at the fire alarm panel, which was in the back of the bridge. It was from a passenger cabin, so he called for an AB to go and check it. After this, the Chief Officer went back to the cockpit.

For the final approach, the Master and Pilot went to the port bridge wing, and the Chief Officer



transferred the controls. The Chief Officer communicated with the forward and aft bridge teams and the AB that checked the cabin on the UHF. The AB informed the Chief Officer that it had been a false alarm because of steam from the shower.

The Master was maneuvering the vessel towards the berth with different rudder orders, engine maneuvers, and the bow thruster. Suddenly the vessel stopped. The Master was confused and applied more engine power. An alarm started to sound, and the Chief Officer realized that the fins were still out, which he had informed the Master of.

Shortly afterward, the engineer on the watch called the bridge and informed that the port fin was severely damaged and that the hull had a huge dent. Fortunately, no water was leaking into the engine room.

Discussion

Go to the “File” menu and select “Save as...” to save the pdf-file on your computer.

You can place the marker below each question to write the answer directly into the file.



When discussing this case please consider that the actions taken at the time made sense for all involved. Do not only judge but also ask why you think these actions were taken and could this happen on your vessel?

1. What were the immediate causes of this accident?

2. Is there a risk that this kind of accident could happen on our vessel?

3. How could this accident have been prevented?

4. If we have fins onboard, are they mentioned on the arrival checklist?

5. How do we ensure that the arrival checklist is completed?

6. According to our procedures what should we have done?

7. What sections of our SMS would have been breached if any?

8. Does our SMS address these risks?

9. How could we improve our SMS to address these issues?

10. What do you think was the root cause of this accident?

11. Is there any kind of training that we should do that addresses these issues?