

Contact with crane during berthing

It was evening and the vessel was berthing. It was clear skies and the wind was coming in on the vessel's port quarter with a speed of 14 knots.



The vessel was lining up for berthing starboard side with two tugs assisting in the manoeuvre. One tug made fast forward and the other on the aft port side. A crane had been positioned just in front of the vessel. The vessel was brought approximately 40m off the berth and the tugs were requested to push the vessel towards the berth. While pushing the vessel the bow closed faster than the stern. During the manoeuvre the bow extended slightly over the berth and made contact with the crane platform, which was just 0.5 m from the edge of the quay. The platform is used to protect against falling debris and containers for people on the berth.

Shortly before impact the master was informed by the officer on the bow that the bow was closing fast towards the crane. The master tried to stop bow movement by putting the thruster hard to port but contact with the crane could not be avoided. During the manoeuvre the pilot was in continuous communication with the tugs but only communicated in the local language. The master did not know if the pilot had ordered the forward tug to reduce pushing or not. The vessel had previously berthed at this port without any difficulty.

The SMS had no specific procedures dealing with the crane's position.

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

4. Is our SMS sufficient to prevent this kind of accident?

5. Does our SMS address these risks?

6. Do we use all navigational equipment on the bridge while approaching the berth?

7. What are the criteria for using tugs?

8. How do we integrate the Pilot into the bridge team?

9. What are our procedures when the pilot speaks the local language?

10. What is discussed during the Pilot briefing?

11. Is the cranes position mentioned during the pilot briefing?

12. What are our procedures regarding cranes on the berth?

13. Could this happen on our vessel?