

Annual Summary of Marine Safety Reports

Notes

1. Incident categories are consistent with the requirements of the MAIB and the British Port's Association's National Reporting System. This allows comparability of incident data between ports. Under the system incidents can be categorised as more than one type.
2. There were 30 incidents in 2013 reporting period. This equates to 1.14 incidents per 1000 vessel movements.
3. Incidents involving pilot boarding and disembarkation, including problems with pilot ladder arrangements and rigging amount to six, or 20%, of the incidents during 2013.
4. The incidents involving transfer/acceptance of control between bridge conning stations also amount to six, or 20%, of the incidents in 2013
5. Total movements is the sum of arrivals, departures, shifts and non-statistical movements in the reported year. In 2013 this amounted to 26,363 movements.
6. The categories are as follows:
 - 1 Collision (contact between vessels moored or underway).
 - 2 Contact (contact between vessels and fixed objects and structures).
 - 3 Grounding.
 - 4 Near miss or misc.
 - 5 Fire, explosion, flooding.
 - 6 Pollution.
 - 7 Person overboard.
 - 8 Other on board incident.
 - 9 Machinery failure, mechanically disabled or hull failure.
 - 10 Capsized, sinking or listing.
 - 11 Accidents resulting in injury, or worse, to Boards staff or port users whilst vessels are underway within the waters of the port.

Note; The names of vessels and their owners have been removed from the narrative, the type of vessel has been shown.

Table 1 Summary of Incident Categories in 2013

Incident Type	Count of Incidents
1 Collision.	8
2 Contact.	5
3 Grounding.	2
4 Near miss or misc.	15
9 Machinery failure, mechanically disabled or hull failure.	1
11 Accidents resulting in injury to Boards staff or port users.	1
Total	32
Note; In the above table two incidents have two categories.	Net 30

Table 2, Summary of Incident Causes in 2013

Incident Cause	Count of Incidents
Crew error	15
Pilot error	2
Machinery/equipment failure	9
Weather	1
Other	3
Total	30

Table 3, Incident Details in 2013

Code	Date	Incident Description	Cause (If known)
1	15-12-12	As the ERRV departed Waterloo Quay the vessel made light contact with the PSV berthed astern.	Other. Boatmen trapped her stern line with another vessel's mooring line. The engines could not be used until her was line retrieved.
1	24-12-12	As the PSV was manoeuvring in the river Dee to berth at Mearn's Quay the vessel made contact with the PSV berthed at Torry Quay.	Crew error. A lack of appreciation of the flow in the river Dee in spate and at low water.
4	26-12-12	As the cargo vessel with a pilot embarked, was swinging in the Tidal Harbour, control of the main propulsion system was lost for a period of 5 minutes. The vessel's starboard anchor was let go and her position was maintained with the help of the pilot cutter.	Crew error. The Control Unit's wandering lead came loose or was not properly connected.
4	27-12-12	As a pilot was attempting to board the PSV, the pilot cutter made heavy contact with the pilot ladder which broke.	Crew error. AHB Coxswain attempted to go alongside before the PSV had created sufficient lee from the weather.
4	29-12-12	As a pilot was disembarking the PSV the aft hand rail came away from its housing. The pilot ladder was very short and the pilot was able to step back onto the pilot cutter.	Machinery /equipment failure. Modifications to prevent recurrence have been made to prevent a re-occurrence. Details have been sent to other ships in the fleet.
4	30-12-12	As the ERRV with a pilot embarked, was swinging in Telford Dock, control of the vessel's thruster was lost.	Crew error. Flawed procedures for transferring control from one conning station to another.
1	02-01-13	As the ERRV was manoeuvring to berth at Regent Quay, the ship made contact with a moored ERRV.	Crew Error. Master misinterpreted indicators showing whether control had passed from aft to forward conning positions.
4	10-01-13	As cargo vessel maneuvered north-east of the Fairway Buoy, with tug line fast and senior pilot and a pilot under training embarked, situational awareness was lost during a master/pilot exchange and ship set down rapidly towards the buoy. While regaining position the tug line parted.	Crew/pilot error. Loss of situational awareness.
3	18-01-13	Whilst the cargo vessel was transiting the Navigation channel inbound, with a pilot embarked, the vessel sheered to port. Despite full rudder and bow thruster the master and pilot were unable to recover and the vessel grounded gently off the Capstan Jetty.	Crew/pilot error. Vessel travelling too slowly to recover steerage after prevailing sea/river conditions caused a sheer.
1	21-02-13	As the ERRV was manoeuvring into Victoria Dock the vessel swung to starboard and her port quarter made contact with a fender on the starboard side of the PSV berthed at Seabase Cross Berth.	Crew error. Master's lack of experience in ship handling.
4	18-03-13	A vessel berthed at a RoRo ramp began to surge violently ahead and astern. The crew quickly attended to the moorings but were unable to prevent damage to the ramp and associated infrastructure.	Weather. CCTV footage clearly shows an unusually large wave affecting all vessels in the area but the ships moorings may not have been as secure as conditions required.

Code	Date	Incident Description	Cause (If known)
4	20-03-13	As the AHTS vessel with a Pilot embarked, was manoeuvring into the Turning Basin, steering control was lost. The Master quickly regained control utilising the emergency steering system and the vessel berthed at Duthie's Quay without further incident	Machinery/equipment failure. Broken cable found in the steering control system.
1 and 9	25-03-13	As the PSV was beginning to shift berth from Blaikie's Quay the vessel lost power. The Master called VTS to request tug assistance and the pilot cutter was dispatched to attend. The vessel drifted and made contact with vessel berthed astern and with assistance from the cutter was subsequently able to re-moor at Blaikie's Quay. During the incident, the forward conning station did not properly accept control from the aft position.	Machinery/equipment failure. Poor workmanship by shore maintenance staff caused a failure in the vessel's port main engine so severe that it has had to be scrapped. It is not known if the conning position failure was caused by or coincidental to the engine failure.
4	27-03-13	As a pilot was climbing the ladder to board the PSV the cutter contacted the ladder which parted beneath the Pilot. The uninjured Pilot was assisted onto the deck of the ship.	Crew Error. AHB Pilot/Coxswain chose to board when vessel position did not create a suitable lee nor allow time to adjust the height of the pilot ladder.
4	23-05-13	As the PSV with a Pilot embarked, was manoeuvring to go alongside at Albert Quay the bow thruster failed. Contact with Jetty 2 was avoided by judicious use of the vessel's main engines and the bow thruster restarted and vessel berthed without incident a few minutes later.	Machinery/equipment failure. The cause has been identified. The ship and her sisters have since been fitted with a second bow thrust unit.
1 and 2	29-05-13	As the PSV was manoeuvring astern into Telford Dock the vessel suffered an electrical failure and lost power to two of the three thruster units in use. The Master was unable to check the astern movement in time and made heavy contact with the lifeboat (<i>RNL1</i>) and pontoons at Telford Jetty. The vessel restarted her generators and berthed without further incident.	Machinery/equipment failure. A definitive cause could not be found but parts have been replaced and subsequent testing has been satisfactory.
4	01-06-13	As a Pilot was attempting to board the Survey Vessel the pilot ladder appeared to drop on one side, the Pilot stepped back onto the pilot cutter and the transfer was aborted. The ship was instructed to re-rig the pilot ladder.	Crew error. Poor inspection and maintenance procedures allowed the ladder's condition to become so poor it parted at its securing point.
4	26-06-13	As the PSV was en route to Mearns Quay with a pilot embarked control was changed from the forward to aft conning position. Shortly after it was noted that the bow thruster was not operating. The vessel was brought safely alongside by using her main engines and anchor	Machinery/equipment failure. A faulty pitch feedback potentiometer was discovered on the bow thruster unit.
3	06-08-13	As the ERRV was outbound in the navigation channel the vessel experienced machinery problems. Shortly after the vessel swung 90° to the navigation channel and grounded stern first on the North Pier. With assistance from the pilot cutter the vessel was re-floated and berthed on Hall's Quay.	Machinery/equipment failure. A generator failure caused the CPP system to default to the full astern position.
4	08-08-13	As the ERRV was manoeuvring from Blaikie's Quay, control of the starboard propeller was lost. The vessel was reberthed with assistance from the Pilot Cutter.	Machinery/equipment failure. Faulty directional control valve.
11	06-08-13	As a pilot was boarding the PSV the pilot ladder slipped down one inch, trapping the pilot's fingers between the ladder and the deck edge	Other. The cause of the could not be ascertained, however the boarding arrangements have been significantly altered.

Code	Date	Incident Description	Cause (If known)
1	13-08-13	A tug was manoeuvring to her berth in Albert Basin with the mate under training when contact was made with the small vessel moored at the Eurolink pontoon	Crew error. Crew misjudged manoeuvre.
4	15-08-13	As general cargo ship with a pilot embarked, was manoeuvring in the Tidal Harbour the vessel lost all electrical power. Power was restored after a few minutes and the ship was berthed without further incident.	Other person error. During generator maintenance at the vessel's last port the engineer changed the settings from automatic to manual. This caused a shut down when load (bow thruster) was applied.
2	15-08-13	As the AHTS vessel was preparing to sail and the pilot was arriving on the bridge, the port main engine suddenly powered full pitch ahead. Mooring ropes started to part and despite operating the pitch levers in the opposite direction control could not be regained and the starboard quarter made heavy contact with the quay. Both engines were shut down and with assistance of the pilot cutter the vessel was reberthed at Blaikie's quay.	Machinery/equipment failure. Faulty directional control valve.
2	18-08-13	The ro-ro vessel with a pilot on board, was manoeuvring to go alongside her berth at Matthew's Quay ramp. The pilot realised the rudder was stuck hard to port and was not responding to commands. The ship made heavy contact with a fender on the quay.	Crew error. Failure to take proper control of the rudder joystick.
4	28-08-13	The pilot was disembarking the survey vessel when the bulwark ladder moved causing the pilot to lose balance. The pilot managed to regain a handhold and boarded the Pilot Cutter without further incident.	Crew error. The bulwark ladder had not been properly secured.
1	05-09-13	The AHTS vessel was manoeuvring from Jamiesons Quay to Regent Quay when she made light contact with the ferry.	Crew error. The officer on the controls used the stern thruster in the opposite direction to that required.
2	15-09-13	The PSV was inbound for Waterloo Quay with a pilot embarked. The bow thruster was non operational and a decision was made to take the vessel bow first through the entrance to Victoria Dock. When the vessel was mid way through the entrance she took a sudden sheer to port and it was realised that the bow thruster was operating at full power. There was no bridge indication and the emergency stop was ineffective. The main propulsion was put full astern but the vessel continued to swing and made heavy contact with Matthews Quay North.	Crew error. A technician had replaced blown fuses in the bow thrust unit while the vessel was in transit causing the thruster to operate without a conning request.
2	29-11-13	The ERRV made contact with Regent Quay while shifting berth from Hall's Quay.	Crew error. The ship handling experience of the master was questioned.
4	03-12-13	The PSV started and clutched in main engines while divers were in the water about 70m astern at Waterloo Quay. There were no injuries but the diver was affected by wash.	Crew error. The vessel was aware of the divers but there was a breakdown in communications on board.

Figure 1, Incident Types in 2013

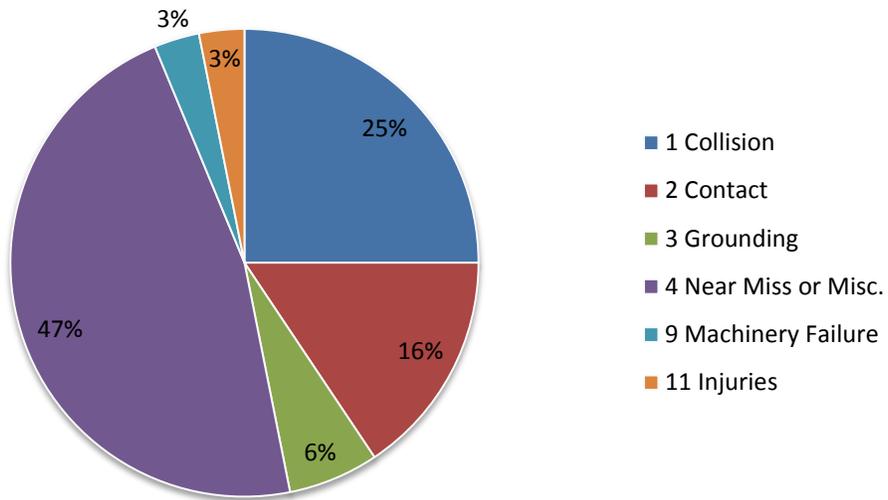


Figure 2, Incident Causes in 2013

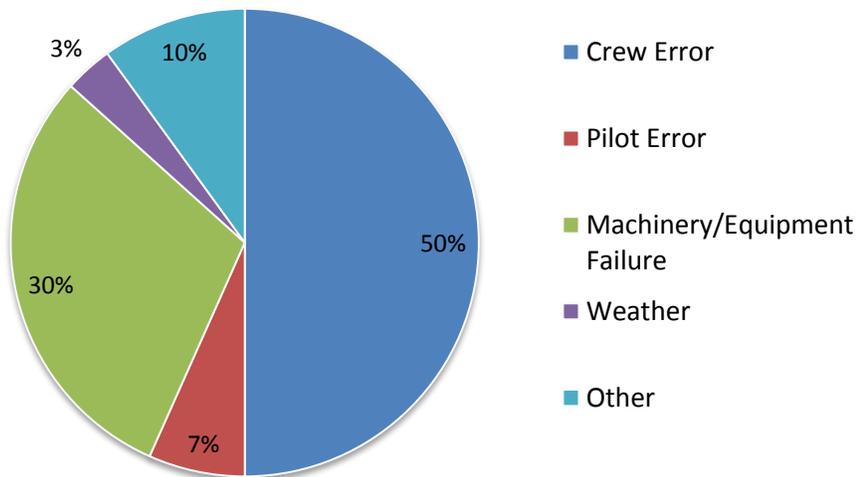
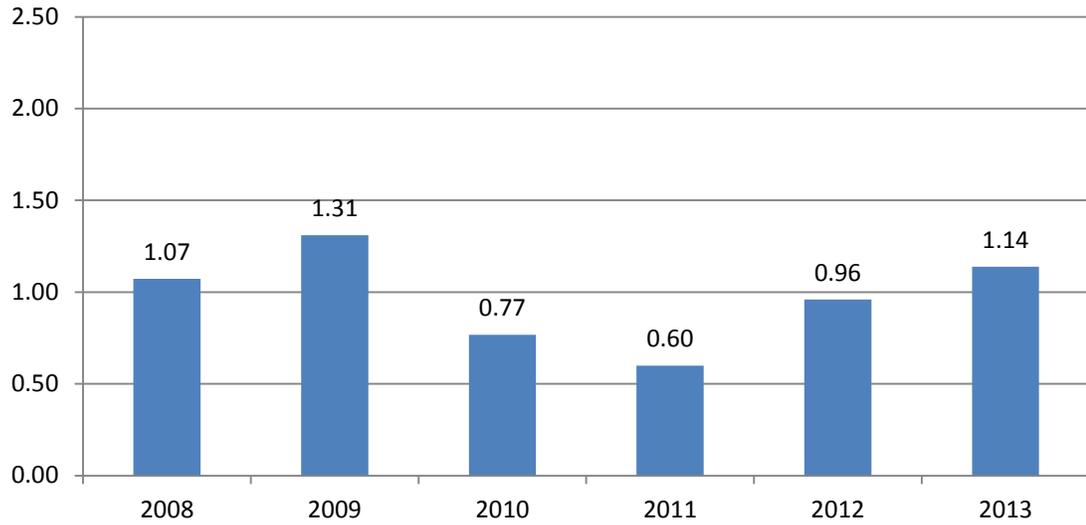


Figure 3, Incidents per 1000 Vessel Movements since 2008



Harbour Office
14th February 2014