

Summary report on the Investigation of  
the berthing incident  
of the High Speed Craft  
***CONDOR LIBERATION***

At St Peter Port Harbour

On 03 May 2017



## **Introduction**

On the afternoon of 3rd May 2017, whilst manoeuvring within St Peter Port Harbour prior to berthing on No 1 Ro-Ro ramp, Condor Liberation made contact with the small craft mooring Pontoon located in the outer pool area. There were no injuries.

The investigation was conducted as a company internal investigation and for the external report required by the Guernsey Harbour Master.

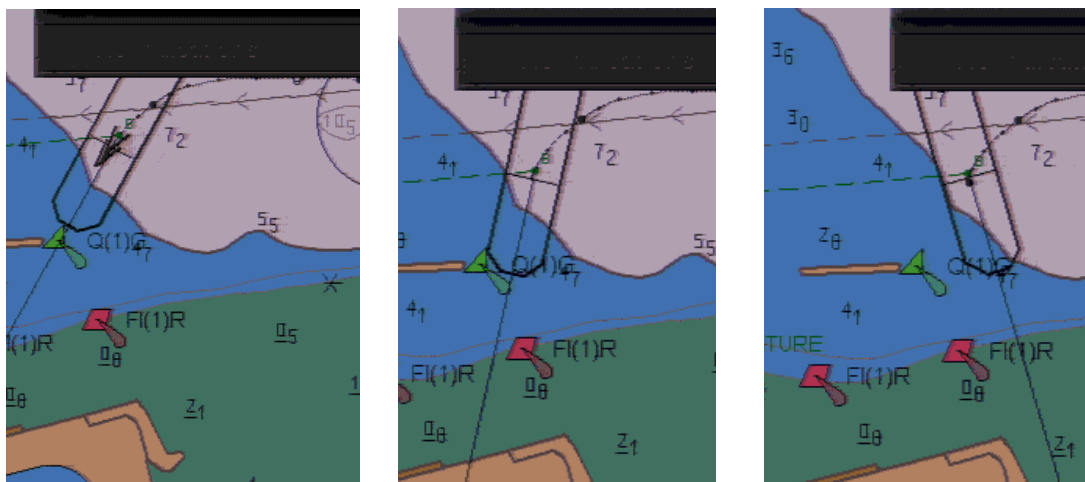
## **Background**

The incident and resultant damage were of such low severity that third party investigation (other than that conducted by Guernsey Harbours) was not required.

The investigation was carried out by Condor's Marine Manager, and verified by the Executive Director - Operations and the Safety Director (DPA). The full internal investigation report has been reviewed by the Board of Directors of Condor Ferries Ltd and the Guernsey Harbour Master, and this report is verified as an accurate summary of its findings.

In conducting the investigation, all applicable material and evidence was obtained and reviewed including (but not limited to) Voyage Data Downloads, ECDIS records, maintenance and technical logs, CCTV, crew training logs, vessel familiarisation programme, records of prevailing conditions and witness statements.

At approx. 1545 on 3<sup>rd</sup> May 2017, Condor Liberation was manoeuvring within St Peter Port harbour in order to moor at No 1 berth. The vessel made contact with the small craft pontoon in the outer pool area of the port, as well as a private sailing catamaran and the starboard hand lateral mark.



*ECDIS display of vessel turning towards pontoon and starboard hand buoy.*

This caused damage to the pontoon and a catamaran berthed on the pontoon's south side. Condor Liberation subsequently berthed without further incident.



*Damage to sailing catamaran and pontoon.*

Following above water and underwater inspection confirming that Condor Liberation had sustained only minor damage to the stem (approx. 1m above waterline) and no compromise of watertight integrity, the vessel continued with operations and sailed on passage to Poole after a delay of approximately one hour.

## **Conclusions & Observations**

A company investigation was conducted reviewing VDR, ECDIS and CCTV footage with the following conclusions/observations made:

1. The Master has served on Condor Liberation as Chief Officer, Relief Master and Master since its delivery to the UK in 2014 and holds a Guernsey Special Pilots Licence. He had recently completed routing simulator training and had received an excellent score during a Bridge Team Management Assessment the previous day.
2. Contact with the Pontoon (and thus with the moored yacht) occurred as a consequence of an initial positioning error during the approach to the turn inside the port. Although the initial position was not unreasonable given the wind conditions on the day, it did lead to a sequence of actions that resulted in the incident.
  - a. The master became concerned about the proximity of the Victor Hugo on the X-Berth during the swing at the same time being prompted as

such by the Chief Officer (when requested the Boatswain reported 20m off and steady).

- b. The Master saw the face to the White Rock pier-head beginning to close and interpreted this that the vessel was gathering sternway. He therefore applied ahead thrust and the vessel began to gather headway assisted by the wind.
3. By the time that confirmation was received that the distance off the Victor Hugo was 20m and increasing the vessel had already picked up headway which was not immediately reduced.
4. The Master does not have a direct view of ECDIS, RADAR and CCTV while operating from the bridge wing positions.
5. When astern thrust was applied as the master became concerned with the proximity of the starboard hand buoy of the small boat channel, and the vessel being influenced by the wind; it was done with the master still being wary of the vessel gathering sternway with the Victor Hugo astern.
6. Contact was made with the pontoon at a speed of less than 1 knot.
7. There was no material failure of the vessel itself.
8. The position of the small craft pontoon is not considered a hazard and has been in place for many decades.

## **Recommendations**

In light of the resulting investigation, a number of recommendations were made by the Company, endorsed by the Guernsey Harbour Master, in addition to the immediate actions conducted.

1. The Master undertook a review of his own notes regarding marks and identification of go/no go areas as well as contingency plans. He also conducted a period of duty with an additional master sailing in support.
2. This scenario will be added to the simulator training options.
3. Additional training for crew members who report distances to the bridge will be provided.
4. The company will review the position of navigational aids on each bridge wing.
5. The recommendations from the company response will be held on file for lessons that could be relevant to any new tonnage, either new build or purchase.

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