

SEVENTH ANNUAL REPORT TO CHIEF INSPECTOR OF MARINE ACCIDENTS

1 Legislation

The Merchant Shipping (Accident Reporting and Investigation) (Bailiwick of Guernsey) Regulations, 2009 requires production of a summary annual report to the Chief Inspector of Marine Accidents.

2 Reportable Incidents/Accidents 2015

1/2015 – CONDOR LIBERATION 28 March 2015

On Saturday 28 March 2015, Condor Liberation suffered minor damage to the port amah, having landed hard against No. 1 berth in St Peter Port, Guernsey. There were no injuries. This report summarises the investigation carried out by Condor Ferries. The investigation was conducted jointly as a company internal investigation and for the external report required by the Guernsey Harbour Master.

The investigation concluded the following:

When the incident occurred, Condor Liberation and her crew were suitably trained and experienced and had been fully assessed by all relevant authorities in order to enter service.

Condor Liberation was fully manned as per the Permit to Operate and the Bridge Team was highly experienced, consisting of a Senior Master (with Condor Liberation since her acquisition), an Additional Master (undergoing vessel specific familiarisation but with many years of experience on High Speed Craft) plus two Chief Officers, and a long serving Chief Engineer, all of whom had been with the ship since her acquisition.

Appropriate assessment of the expected conditions was made by Masters and Operations team before confirming that the voyage should proceed.

Analysis of voyage data showed positive bridge team procedures and clarity of intended actions throughout.

Due to benign conditions during trials, all pre-service port trials conducted in Guernsey and Jersey had only been conducted in moderate conditions.

Different use of the settings (i.e. using ‘manual’ rather than ‘auto1’) within the enhanced manoeuvring system may have been more effective in completing the berthing manoeuvre.

An enhanced manoeuvring system had been installed to upgrade the original system and to permit manoeuvring of the vessel from the bridge wings in the confined ports in the Channel Islands. This could be operated in either ‘auto’ mode or ‘manual’ mode.

The Master’s decision to utilise ‘auto’ mode was reasonable given his previous experiences with the ship but with the additional information gained during the investigation, it is concluded that ‘manual’ mode is more suitable for some operating conditions.

The decision to attempt to berth on No 1 was reasonable as there was no evidence to suggest that a further attempt to berth on No 2 would have been successful.

A report detailing the investigation was placed on the Guernsey Harbours’ website.

2/2015 – AARON 19 May 2015

Aaron was supporting the Guernsey Water Outfall Project and was alongside in St Peter Port harbour.

A crew member was carrying out maintenance of the starboard aft railing on deck. He placed his foot between the ships railing and a mooring rope. The mooring rope subsequently became tight causing the foot to become trapped.

The crew member subsequently attended the PEH Hospital. This did not result in more than 3 days off duty for the crew man and therefore not technically a CIMA reportable incident.

The Master of the vessel reviewed practices on board and ensured maintenance work did not take place in mooring danger areas when in use.

3/2015 – TENDER 6, ADONIA 14 July 2015

Minor damage occurred to a perspex window of Tender 6 from cruise ship Adonia. This was due to contact with the anchor of HMS Gleaner (H-86), which was moored directly astern of Tender 6, at the Albert Pier pontoon.

There were no injuries or other damage.

4/2015 – BUMBLEBEE 29 July 2015

Charter vessel Bumblebee was on passage between Braye Harbour, Alderney and St Peter Port harbour with 2 crew and 2 passengers. The vessel encountered heavy seas in the southern part of the Swinge Channel, Alderney which was followed by the port main engine failing. A burning smell was apparent and black smoke entered the wheelhouse, coming from the battery compartment and port engine air vents.

The vessel was returning to Braye Harbour on the starboard main engine when this engine also failed. There was a loud bang heard from the battery compartment. The crew could see a red glow from the battery compartment and isolated the area.

The vessel was towed to Braye Harbour by the Alderney Lifeboat where a marine engineer attended to confirm there was no further risk to the vessel.

The fire was caused by the batteries moving in heavy weather causing an electrical fault. All batteries, wiring and fuel hoses were replaced and battery isolating switches fitted within the wheelhouse for easy access. Battery wiring was sheathed to provide improved protection against chafing.

5/2015 – SARK VIKING 3 December 2015

Sark Viking was on passage from St Peter Port harbour to Sark with 3 crew and 12 passengers. The vessel was approximately 1NM outside of St Peter Port harbour when she experienced an unintended movement of cargo whilst rolling heavily.

The Master immediately identified the movement of cargo and returned to St Peter Port harbour where the cargo was re-distributed.

The operator has reviewed cargo loading and securing procedures and incorporated instructions within the safety management system.

3 Reporting and Communication

The Guernsey Harbours website includes a section on Marine Accident Investigation. Where appropriate, this site includes a retrospective synopsis of accidents and the recommendations made.

A pro-forma reporting document is also downloadable from the website.

Year	Reports received
2011	2
2012	2
2013	1
2014	4
2015	5

4 Incidents investigated by other Authorities.

None.



Chad Murray
Harbour Master

18 April 2016