

# **VESSEL XXX CONTACTED AND SCRATCHED WITH TUGBOAT WHILE ASSIST BERTHING OPERATION.**

Marine Safety Sub Committee  
Sharing Session

DATE: 25 th September 2023







Wind direction : SW  
Wind speed : 7.0 kts.

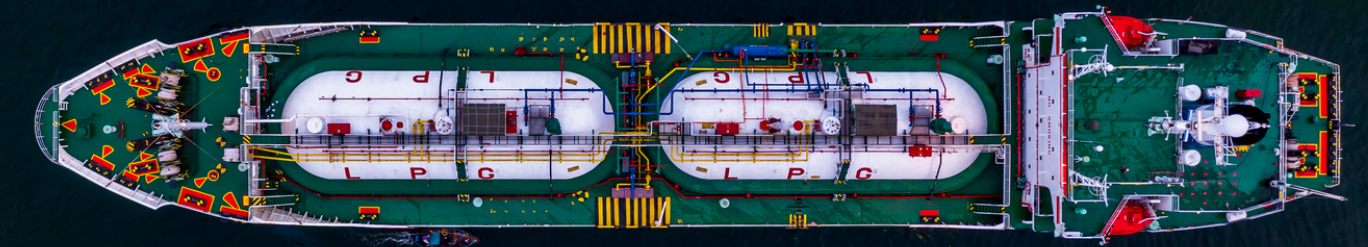
# OVERVIEW:

VESSEL XXX

CONTACTED AND SCRATCHED WITH TUGBOAT WHILE  
ASSIST BERTHING OPERATION.

M.T.XXX contacted and  
scratched with tugboat while  
turning around 180 degree at  
Khong Bang Kung before  
berthing at discharging terminal.

Master intend to berthing by method turning  
vessel 180 degree and make port side alongside  
with discharge terminal. Master used stbd anchor  
assisting for turning around to stbd side, but  
position of stbd anchor too close edge of channel.  
(Not appropriate anchor position).







# WHAT HAPPENED:

What happened:

On 10th August 2023 at 16.00 hrs. , vessel was entering Bandon channel for discharge cargo. At 18.00 hrs., vessel was approaching for berthing disch Terminal , she dropped STBD anchor for turning around 180 degrees in front of the terminal with 2 tugboats made fast and assisted.





## WHAT HAPPENED:

By the time , she swung to STBD but not cleared from lighter barge nearby. Master used rudder “hard to port” followed by engine “dead slow ahead” to stop swinging then ordered aft tugboat to stop pushing but vessel still moved forward in slow speed (momentum) which caused vessel had forward overlap from discharging terminal about 50-60 m. (not aligned with terminal).

Master considered that the vessel was unable to move astern to align in parallel with discharging terminal because vessel ‘s STBD bow was away from berthing lighter ship only 15 m. which considered unsafe.

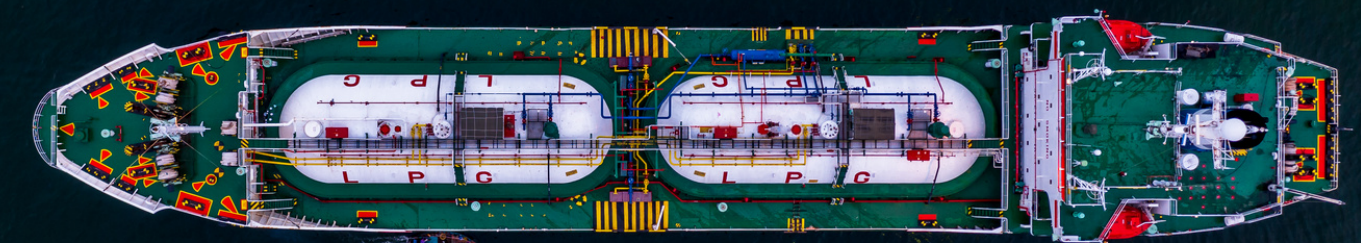






**MASTER MAKE DECISION PROCEED TO  
TAH-TONG 3 INTERSECTIONS FOR TURNING  
AROUND. (AS INDICATED CONTINGENCY  
PLAN ON NAVIGATION CHART)**

Master make decision proceed to  
Tah-Tong junction for turning  
around. (As indicated contingency  
plan on chart)





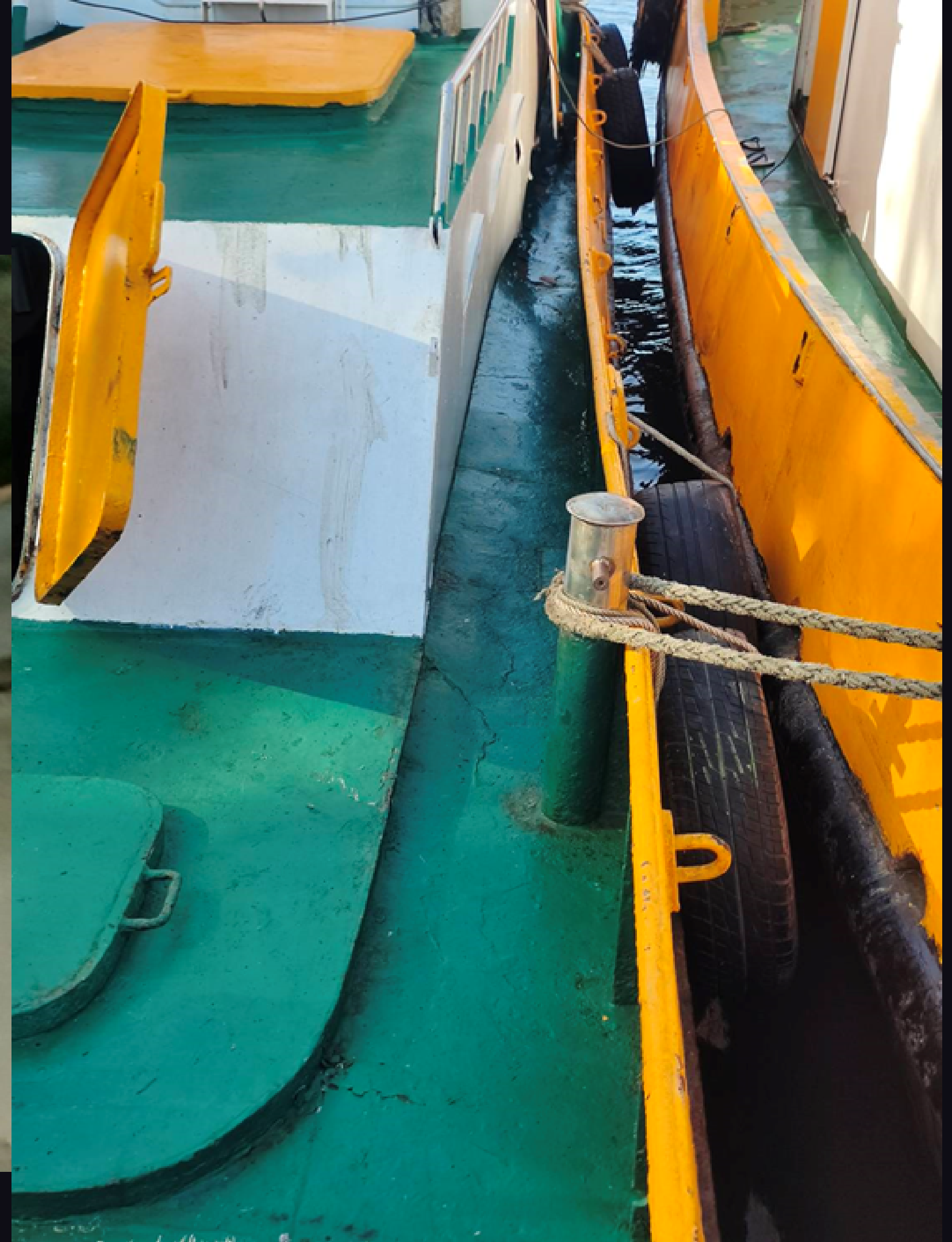
# VESSEL CONTACTED AND SCRATCHED WITH TUGBOAT WHILE ASSIST BERTHING OPERATION.







# TUG BOAT CONDITION





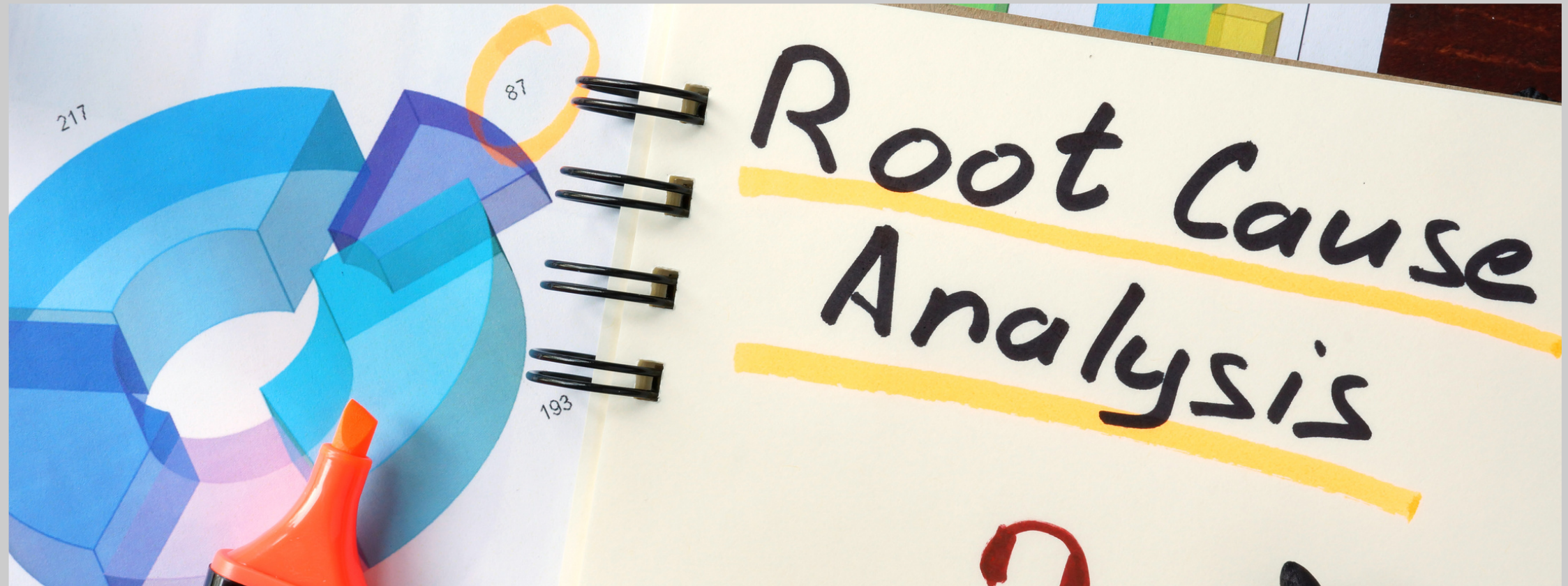
# M.T XXX CONDITION







# Summary of root cause finding



01

Master did not follow contingency plan as per indicated at Tah-Thong 3 intersections for turning around in Bandon channel, if in case of emergency.

02

Master makes decision turning around the vessel which area his not familiar.

03

Ineffective ship handling skill of vessel for turning the vessel in narrow channel.





# HUMAN FACTOR?

## INTERNAL HUMAN FACTOR

### Situational Awareness

Master did not aware internal and external factors which effects to difficulty in anchoring/turning of vessel at the incident location

## EXTERNAL HUMAN FACTOR

### Communication

Not effective communication between Master and Tugboat, observed tugboat not pushing in good angle (90 degree) with vessel.



## INTERNAL HUMAN FACTOR

### Culture

Master had done what he used to do as normal steps, but not consider best practice for safety. It is personal responsibility to think / act safely and encourage safe behaviors too.





NATHALIN MANAGEMENT  
COMPANY LIMITED

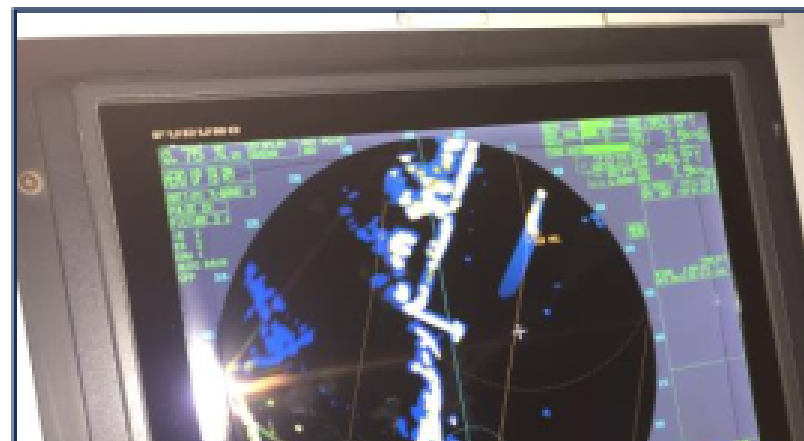
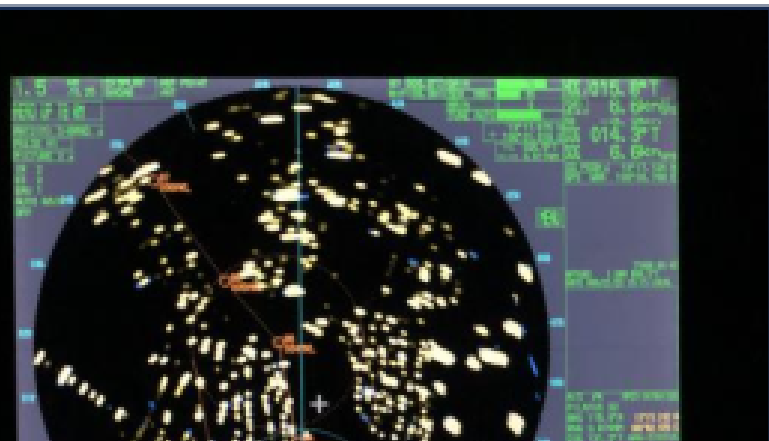
บริษัท นทลีน แมเนจเม้นท์ จำกัด  
NATHALIN MANAGEMENT CO., LTD.

80 Soi Bangna-Trad 30, Debaratana road, Bangna Tai, Bangna, Bangkok 10260,  
Thailand. Tel: 662 016 0190-4, Fax: 662 016 6590

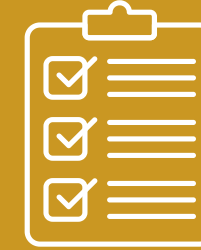


Navigation Audit Report

All navigational and communication equipment was function check by Marine supt  
operational and Good working and correctly set for safe passage.



## Corrective / Preventive



**Conducted navigation audit by  
competency person.**



**Training on board ( Passage  
planning, risk assessment,  
communication, bridge team  
management, etc)**



**Sharing Best Practice  
for berthing operation.**



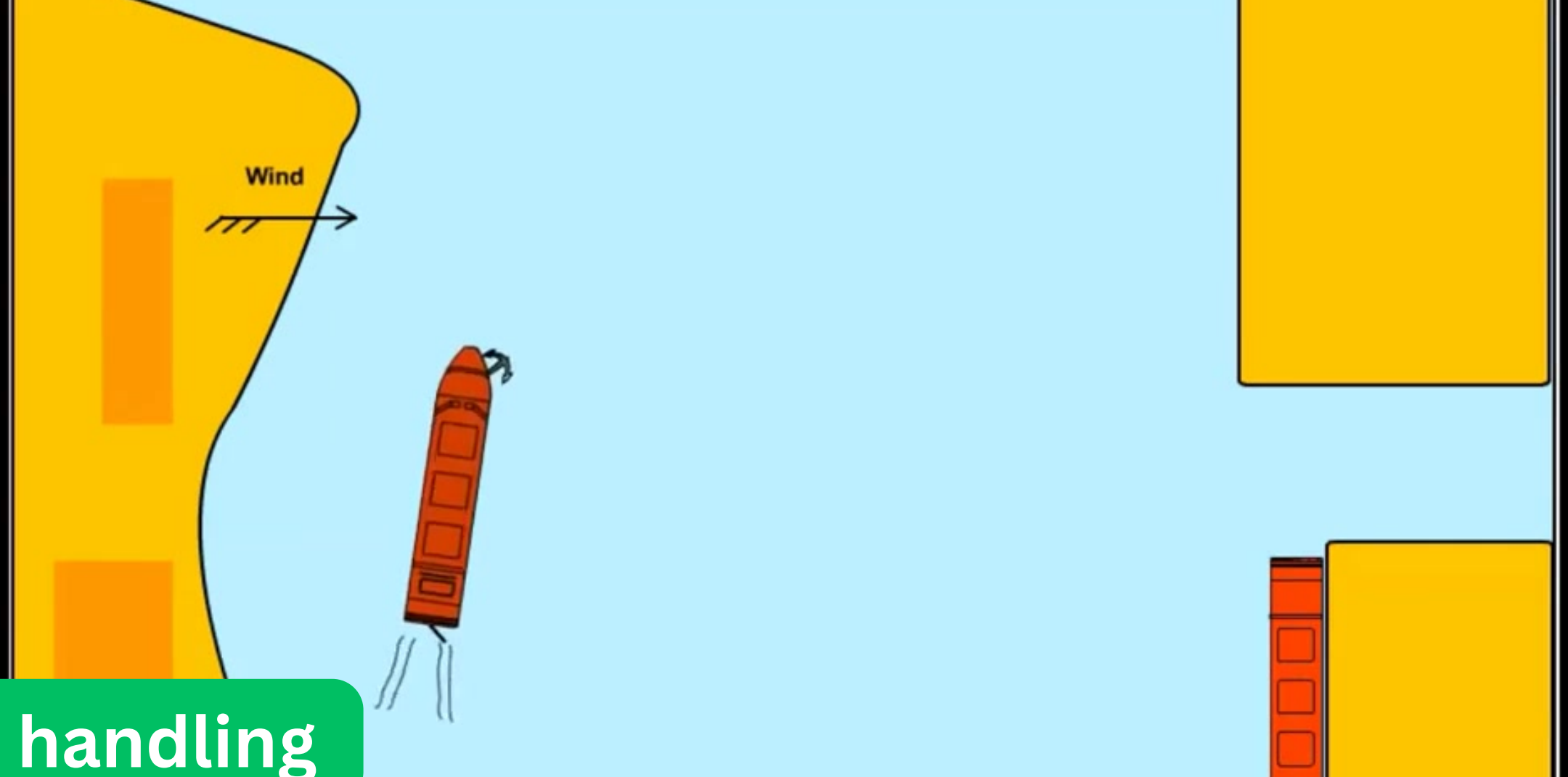
**Sharing lesson learned  
across fleet.**



# SHARING BEST PRACTICE FOR BERTHING OPERATION.

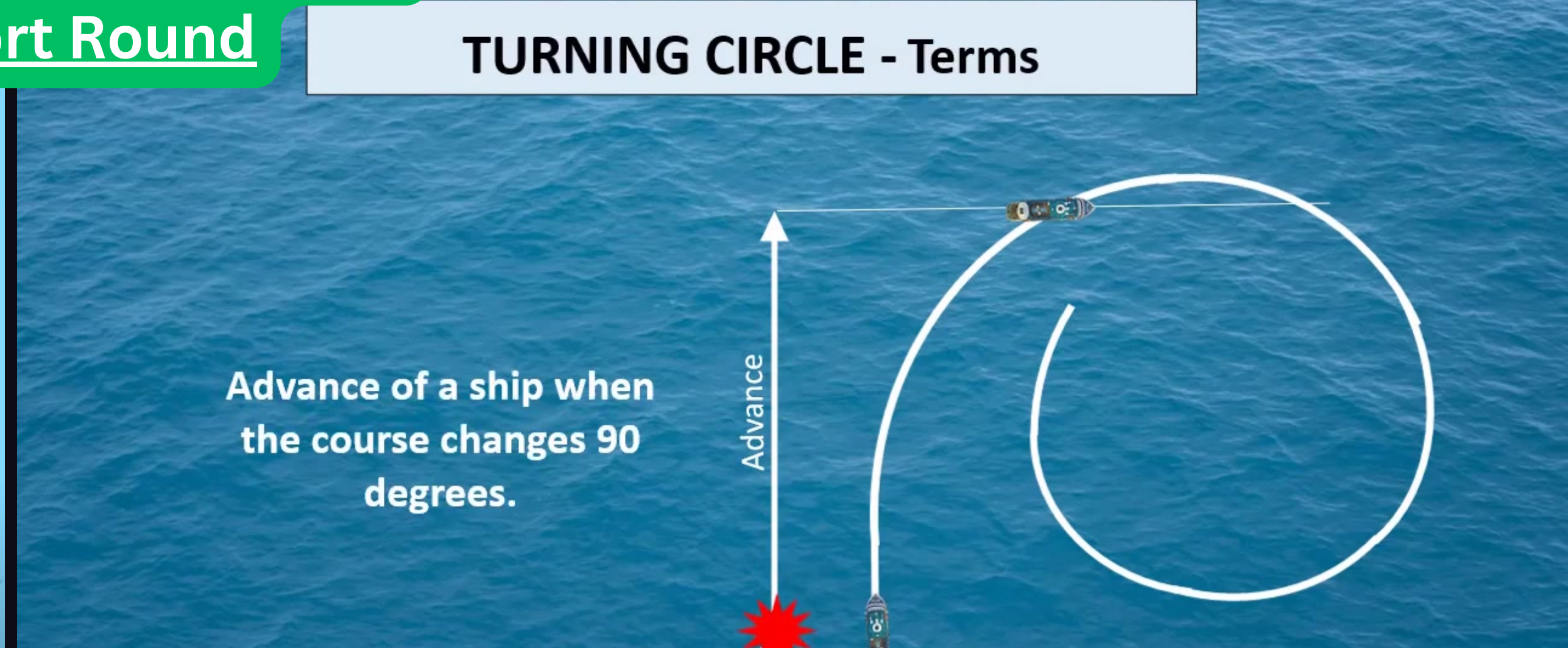
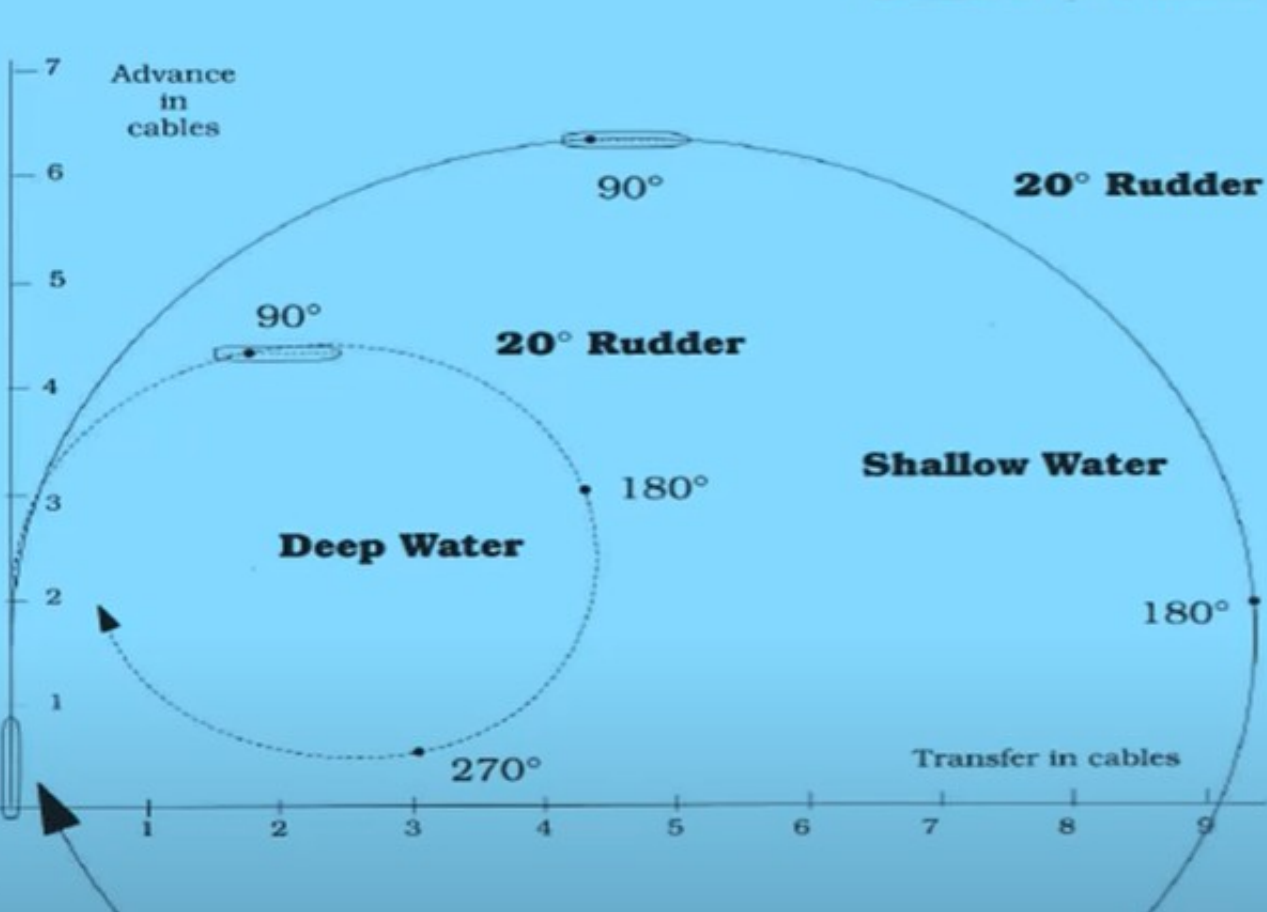






Swing Circle | Anchoring | Ship handling  
Turning a vessel Short Round

TURNING CIRCLE - Terms







BANDON BRIDGE SIMULATOR

# Bridge Simulator

Added this scenario to Bandon Bridge Simulator and Learning from virtual.

**AMCOL ร่วมกับ PRIMA MARINE**  
เราให้คุณทำจริง





# NATHALIN MANAGEMENT COMPANY

