

Ref : DMA/AIFI/98/C 1015

Date: 29/04/2019

Dear Captain  
Good Day,

Recently during berthing operation of one of the fleet vessels, due to pushing of the aft tug boat on the ship's hull in a wrong position, ship's hull sustained damage and one of the fuel oil tanks was ruptured. The contents of mentioned tank spilled over board and caused pollution in the harbor basin.

Investigation of the incident revealed that prior to incident pilot had boarded the vessel and two tug boats had been made fast Fwd/Aft, engaged in pushing her alongside jetty inside harbor basin.

Aft tug boat started pushing on ship's hull away from designated reinforced hull area marked with "T" sign. Officer in aft station and those on bridge did not realize that the tug boat was pushing in wrong position. The lateral movement of vessel alongside jetty and inadequate fender of tug boat caused direct contact between vessel hull structure and steel structure of bow of the tug boat which ultimately led to structure damage and body rupture exactly at the fuel oil tank side plating.

In order to avoid recurrence of such incidents, the following factors to be taken into account;

- Risk assessment shall be carefully prepared and all concerned ship staff shall be well briefed for the entire steps of operation
- Clear understanding/knowledge of ship structure with special attention to the location of "T" marking on the ship's hull by Master and deck officers
- Briefing the pilot, making sure that he understands the ship's speed and maneuvering characteristics
- Discussing in detail the passage and berthing plan with pilot. Ask questions if anything is unclear
- When using tug assistance, any shortcoming or inadequacy of the equipment and or power of tug boat shall be brought to the pilot's attention
- All activities, maneuvering or any doubtful events/circumstances shall be reported to Master by responsible officers
- Maintaining proper look out and thorough situational awareness could be a great help to avoid any critical situation to develop
- Proper and close monitoring of berthing/unberthing operations from bridge specially from bridge wings

In view of above, all steamed Masters are required to ensure "TUG PUSHING AREA" are marked by distinctive color on the ship's hull and main deck on its proper position.

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11 .

Best Regards,

Ali Mohtasham

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(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)