

Ref : DMA/AIFI/96/C 825

Date: 28/09/2017

Dear captain
Good Day,

During cargo operation of one of the fleet container vessels at a Far East port container terminal, suddenly the wind speed increased from 10 to 65 knots due to a passing squall. The wind was blowing off shore directly on vessel's port quarter. Immediately, master called all deck crew to stand by at fwd & aft stations and requested for tug boat assistance from port control. Due to large windage area of vessel stern (due to presence of several tiers of containers) and strength of the wind, all aft mooring lines (6 nos.) were parted one by one and this resulted in astern to cast off from jetty. It took 20 minutes for the first tug boat to reach vessel. During this period, in order to avoid vessel's grounding and/or collision with other vessels moored in nearby jetties, she was kept at a right angle to the jetty by pulling on her fwd mooring lines. Finally vessel was re-berthed by assistance of two tug boats. During this incident vessel's bulbous bow plating was slightly dented. As per port authority, some of the jetty fenders were also damaged.

The incident is to be thoroughly investigated to determine the root causes, however below recommendations shall be amongst those to be considered whenever moored alongside:

1. All mooring lines to be regularly checked in accordance with the requirements of the vessel's Safety Management System and good seamanship, being adjusted where necessary to account for weather condition, change of tide as well as cargo and ballast operations, so the moorings are properly tensioned with a good sharing of load.
2. The condition of winch drums brakes and mooring ropes to be inspected regularly.
3. The latest weather forecast / navigational warning to be seek through different sources.
4. keep sufficient man power on board of vessel for critical condition / situation.

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,

Capt. M.A.Abrishami

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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)