NAVIGATIONAL ADVISORY PANEL REPORT

NAP Date:	26/4/07	Owner:	HML	NAP Ref:	19	NAP Title:	TCS – Breakout of Container Ships

Panel Members:

Name	Organisation	Name	Organisation	Name	Organisation
Roy Stanbrook	PLA - HML	Julian Parkes	PLA - MASM	Karl Meher-Homji	Zodiac Marine Services
Steve Dean	TCS	Barry Dyer	TCS	Dave Barker	TCS
John Reid	PLA River Pilot	Steve Clark	PLA Pilot	Chris Renault	PLA Pilot
John Pinder	PLA – Hydrographer	Graham Chandler	TCS	Mike Gibson	TCS
Richard Exley	POTLL				

Detail / Terms of Reference	Observation/Recommendation
On 14th March 2007, THURINGIA EXPRESS, lying head-up at Northfleet Hope Container Terminal upper berth parted her forward mooring lines and broke away from the berth on a half ebb neap tide. Swift action by all involved averted what could have been a potentially more serious situation. Having reviewed all available evidence the Panel was charged with considering the following: 1. The possible causes for the ship breaking out of her moorings.	**Causes** A possible chain of events leading to the breakout was identified as: 1. Uneven tension and/or a poor lead on the breast lines together with lack of tending caused them to part. This may have been exacerbated by the rapid discharge of the vessel causing the vessel to rise bodily. Ballasting was also taking place which may have induced a port list similarly increasing the tension in the breast lines. All moorings were on self-tensioning winches which were reported to be in manual mode. 2. Once the breast lines had parted the bow was free to move away from the berth slightly, allowing the ebb tide to force a wedge of water between the ship and the berth. The wedge of water was limited in its means of escape due to the deep draft of the vessel relative to the available depth of water, increasing the magnitude of the forces. 3. The resultant forces caused the springs, and ultimately the headlines, to fail causing the ship to break away from the berth. The situation was stabilised when the boatswain, on his own initiative, dropped the starboard anchor.

2.	Mitigation measures to prevent recurrence.	**Mitigation** 1. TCS have modified the ships' information pack, presented to the master on arrival, to make mooring advice more readily identifiable. Information includes advice on tending moorings. 2. Pilots are to pass on the mooring information specific to the berth in good time in order to allow additional ropes to be prepared. 3. Self-tensioning winches should not be used. 4. The berthing plan, already being passed to Port Control to be provided to the pilot for every vessel berthing at NHCT. 5. PLA and TCS to develop a requirement to be included in the Code of Practice for Safe Mooring specifying four upriver lines for vessels of 200m or more LOA lying on the upper berth. 6. The presence of the sub-10m patch off the lower berth was considered. The panel decided that set against the risk and provided the foregoing mitigation measures are instituted, dredging this patch is unnecessary.

Panel Chairman:	Roy Stanbrook	Signature:		Date:	27th April 2007