



“Good Seamanship is to plan your arrival and berthing”

The main causes of accidents such as grounding or contact on departure or arrival are due to:

- insufficient preparation
- lack of local knowledge
- failure to post a proper lookout
- failure to properly operate Bridge Resource Management (BRM).

Damage to berths and jetties can in many cases be prevented if sufficient tug assistance is used. In circumstances where there are strong currents and tides or strong winds, the Master should always consider using tug assistance or delaying the manoeuvre until the prevailing situation improves. When swinging off the berth before berthing, the Master should ensure that the tugs have brought the vessel under control sufficiently far off the berth before final approach. Replacement towing lines should be available on the vessel and ready to be deployed if the tug's line is rejected due to its poor condition or if the tug's line parts.

On leaving or entering a berth where container or other gantry cranes are located close to the quayside, the Master should

- verify the vessel's highest point (air draught), i.e. aerial or mast
- verify with the pilot the air clearance of the gantry cranes
- reduce speed in time on approach to the shore installation
- avoid coming into contact with the shore installation.

DETAILED PLANNING OF YOUR ARRIVAL AND BERTHING is all about Good Seamanship!

