



Safety Information Notice – No: 24/07

Issue Date: 29/11/2024

Subject: Small Commercial Vessel Allision – Mechanical Failure in Restricted waters

Port Managers please post this notice on your Harbour Notice Board.

On Arrival at a CFL Operated Port, a small commercial vessel experienced a loss of engine control due to a mechanical failure, where the skipper was unable to engage astern propulsion. This resulted in the vessel alliding with the pier. Fortnightly there was no major damage or injuries as the skipper was able to react and minimise the impact.

During the investigation into this incident, it was found that:

- A test of astern propulsion wasn't carried out before the vessel approached the dock.
- A crewmember who was carrying out mooring operations was not wearing a lifejacket when stepping ashore to attempt to secure the vessel.
- The vessel's operating company had no formal requirement to report the incident to CFL as the harbour operator.

Learning Points

- ❖ Harbour users should consider testing their vessel's astern propulsion as part of their pre-arrival checks, this may enable masters/skippers to identify mechanical issues before their vessel enters restricted waters.
- ❖ It is recommended that vessel operators review their risk assessments for mooring operations and consider crew lifejacket use when an operation involves working near water.
- ❖ All CFL harbour users are reminded that any incident or near miss should be reported via the Harbour Incident Reporting form on the [Harbour Forms page of the CalMac website - https://corporate.calmac.co.uk/en-gb/services/harbours/forms/](https://corporate.calmac.co.uk/en-gb/services/harbours/forms/)

Further Information

Further Guidance on lifejacket use and water safety can be found at the following locations:

- ❖ [RNLI's Water Safety Lifejacket Guidance - https://rnli.org/safety/lifejackets](https://rnli.org/safety/lifejackets)
- ❖ [HM Coastguards – Safety onboard Guidance - https://hmcoastguard.uk/onboard](https://hmcoastguard.uk/onboard)

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