

# MEMBER ALERT



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## GOOD CATCH UPDATE: *SHIP BOUNCES OFF NEW RUBBER DOCK!*

Your Managers are pleased to present the latest instalment of the Club's *Good Catch* initiative:

- *Ship Bounces Off New Rubber Dock!* available in [English](#), [new](#) and [traditional Mandarin](#)

**GOOD CATCH** from **The American Club**  
**Ship Bounces Off New Rubber Dock!**

**Description** A general cargo vessel bounced off a newly installed rubber dock without damage to the hull or the dock! The port had recently replaced the old system of reinforced concrete docks and heavy fender systems with a new dock made entirely of rubber. The port director said that the new rubber docks were installed because ships approached the old docks too fast on too many occasions and damaged the docks and fenders. "We'll just let them bounce off now."  
Well, that didn't really happen, and rubber docks don't actually exist. Here is what actually occurred.  
A bridge team consisting of a pilot, the Master, the 2nd Mate, and a helmsman were reducing speed as they approached a berth. The Master-pilot exchange had included a discussion about the general maneuvering characteristics of the vessel and the intended approach to the dock. They also discussed weather conditions including the wind, but it was a quick discussion since the weather was very good overall with clear skies and moderate temperatures, and the tide would be slack when the vessel made its approach to the dock. The wind was steady at 15 kts with gusts to 20 kts onto the dock. The 2nd Mate was logging maneuvers from the bridge but was not paying attention to the wind speed or direction. The Master was on the bridge wing with the pilot. He was fully aware of the wind, but assumed the pilot was also taking it into account. The Master sensed the vessel was too close to the dock for its speed and finally said something to the pilot. The pilot immediately ordered both tugs to full power to slow the vessel and turn the bow, but it was too late. When the vessel contacted the dock, the hull was dented and ripped open. The fender system was also slightly damaged.  
The pilot later indicated that he had not expected the wind to have such a large effect on the vessel and wished the Master would have told him that the vessel was so susceptible to the wind.

**GOOD CATCH** Ship Bounces Off New Rubber Dock! July 2022

**Actual Damage** The damage to the vessel was limited to the #1 cargo hold. Repairs were made locally at a lay berth once cargo operations were completed. The repair cost exceeded \$35,000 and delayed the vessel for 4 days during which time it was off charter. Repairs to the fender cost approximately \$6,500.

**Potential Damages** The damage could easily have been more extensive and further delayed the vessel.

**Prevention**

- ★ What constitutes a good Master-pilot exchange?
- ★ Should the effect of the wind have been discussed by the Master and pilot?
- ★ Was this incident a "bridge resource management" failure?
- ★ Could the 2nd Mate have done something differently?

When you identify a hazard before something goes wrong...  
When you stop an operation before something bad happens...  
When you don't assume that the pilot is appropriately accounting for the effect of the wind on the vessel and discuss it with the pilot in advance...

**it's a Good Catch.**  
**it's a Good Catch, too!**  
**that's a Good Catch, too!**

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As a reminder, all *Good Catch* alerts and animations are posted at the Club's website at:

[https://www.american-club.com/page/good\\_catch](https://www.american-club.com/page/good_catch)

Your Managers recommend that Members take note of this information and be guided accordingly.