

Form 3

PLA Navigational SMS Navigational Advisory Panel Review.

NAP Date:	**/07/2003	Scheduled Review Date:	**/**/****	Owner:	HM(L)	Frequency:	Months/Year(s)
-----------	------------	------------------------	------------	--------	-------	------------	----------------

Panel Members:

Name	Organisation	Name	Organisation	Name	Organisation
Capt. R. Stanbrook	PLA(Chairman)	Capt. J. Reid	River Pilot	Capt. R. Flynn	River Pilot
Capt. I. Davison	Cobelfret Ferries				

Reference	Detail	Observation/Recommendation
NAP .8)	<p>To review the incident 31st March 2002 when the ferry “CELANDINE”, on departing Fords Jetty Dagenham, failed to complete the turn and contacted Belvedere Power Station Jetty, severely damaging it.</p> <p>Reviewed against the background of a forthcoming public inquiry into a proposed waste to energy plant at Borax Wharf.</p>	<p>Most likely cause of failing to complete the swing identified as the couple exerted on the ship by the tidal velocity gradient over the ships length, exacerbated by high spring tides. As rotational movement ceased the decision to deploy the port anchor and put engines astern may have increased the couple maintaining forward movement into the Jetty.</p> <p>Position of new Borax Wharf Jetty considered with reference to the practicality and safety of the following manoeuvres:</p> <ol style="list-style-type: none"> 1. Departing from Ford’s Jetty on an ebb tide when a swing is involved. 2. Berthing/unberthing at Belvedere Power Station Jetty. <p>Observations:</p> <p>Ford’s Jetty – Given the proximity of the new jetty to the berth, unberthing and swinging off Fords on an ebb tide could be hazardous. However, any such hazard could be mitigated by swinging the vessel further upriver in the vicinity of No.4 Jetty.</p> <p>Belvedere Power station – Approaches to and departures from the berth were considered in both ebb and flood tide conditions and no particular difficulties were foreseen.</p>
Panel Chairman:	Roy Stanbrook	Signature: