

Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

NOTE

This report is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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Interim report on the investigation of the contact of the passenger vessel *Waverley* with Brodick Pier, Isle of Arran, Scotland, on 3 September 2020

The information contained in this interim report is based on investigations to date. Readers are cautioned that new evidence may become available that might alter the circumstances as depicted in this report.

Factual information

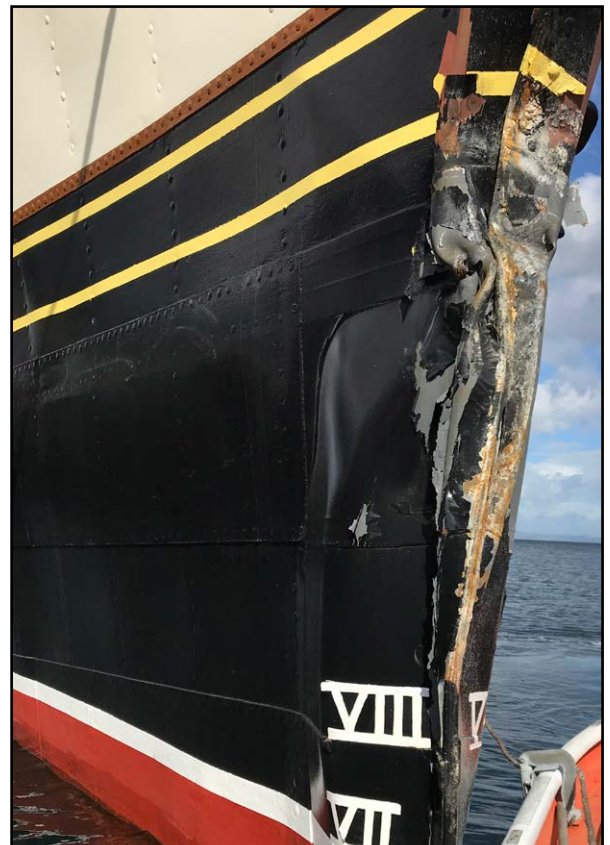
On the afternoon of 3 September 2020, the paddle steamer *Waverley* made contact with the pier while berthing at Brodick on the Isle of Arran, Scotland. In the final stages of the approach there was a delay in response when astern thrust was requested. Although the paddle wheels started going astern, this could not prevent *Waverley* overrunning the intended berth and making contact with the concrete pier ahead. As a result of the accident, 24 passengers and crew were injured, and the stem of the vessel was damaged above the waterline.

Investigation

The MAIB’s investigation has considered all aspects of the accident to determine the causes, circumstances and consequences of the contact. These included the activities conducted to control the vessel, the response of the vessel, the condition of the engine, maintenance supervision, the skills, knowledge and experience of the crew, and *Waverley*’s regulatory framework.

Ongoing action

The MAIB investigation is complete and a draft of the report is being prepared and will soon be distributed to stakeholders for a 30-day consultation period.



Damage to *Waverley*’s stem

SHIP PARTICULARS

Vessel's name	<i>Waverley</i>
Flag	UK
Classification society	Surveyed by Maritime and Coastguard Agency
IMO number/fishing numbers	Not applicable
Type	Paddle steamer, passenger vessel
Registered owner	Waverley Steam Navigation Co. Ltd.
Manager(s)	Waverley Excursions Limited
Construction	Steel, welded
Year of build	1947
Length overall	75.44m
Registered length	71.63m
Gross tonnage	693.13
Minimum safe manning	19
Authorised cargo	Passengers

VOYAGE PARTICULARS

Port of departure	Greenock, Scotland
Port of arrival	Brodick, Scotland
Type of voyage	Day excursion
Cargo information	213 passengers
Manning	27

MARINE CASUALTY INFORMATION

Date and time	3 September 2020 at 1647
Type of marine casualty or incident	Serious Marine Casualty
Location of incident	Brodick Pier
Place on board	Bow
Injuries/fatalities	24 injuries
Damage/environmental impact	Hull penetration at the bow above the waterline
Ship operation	Berthing
Voyage segment	Arrival
External & internal environment	Clear, daylight, good visibility. Moderate westerly breeze.
Persons on board	240