Key events between 1139 and 1148

Time	Event	Heading	Speed over ground (kts)	Propellers % pitch	Rudder angle º (+ to starboard, - to port)	Bow thrusters % of full power (+ to starboard, - to port)	Rate of turn º per minute (+ to starboard, - to port)	Wind direction and speed (no gust speed)
1139:40	Moorings gone and clear.	119º	0	+60/+60	+40/+40	+50	0	250º 30-40kts
1140:00	Stern lifted from the berth.	120º	0	+60/+60	+40/+40	+60	+22	255º 30-40kts
1140:53	Vessel manoeuvring astern from berth.	149º	0	0/-80	+40/+40	+60	+30	260º 35-40kts
1141:51	Wind speed increased.	164º	-2.6	+60/-80	+40/+40	+100	+7	260º 45-55kts
1141:53	Port engine overload proximity alarm ON.	164º	-2.5	+50/-50	+40/+40	+100	+10	260º 45-55kts
1141:55	Port engine shaft speed dropped to 142rpm[1].	164º	-2.6	+40/-15	+40/+40	+100	+7	260º 45-55kts
1141:57	Port engine overload proximity alarm OFF.	165º	-2.5	+40/0	+40/+40	+100	+7	260º 45-55kts
1142:04	Port engine overload proximity alarm ON.	166º	-1.9	+50/+50	+40/+40	+100	+12	260º 45-55kts
1142:24	Port engine shaft speed dropped to 83rpm.	170º	-1.9	+60/+50	+40/+40	+100	+26	260º 48-58kts
1142:32	Bridge alarm: port shaft alternator and no.1 bow thruster stopped. **(Figure 5)**.	174º	-0.9	+10/+45	+40/+40	+100	+28	260º 45-55kts
1142:51	Assisting officer announced "*just the one thruster now*". Master acknowledged. Engineers advised the bridge that it would be two minutes for no.1 bow thruster to be reset and available for use.	183º	-0.7	+50/0	+40/+40	+50[2]	+39	270º 45-55kts

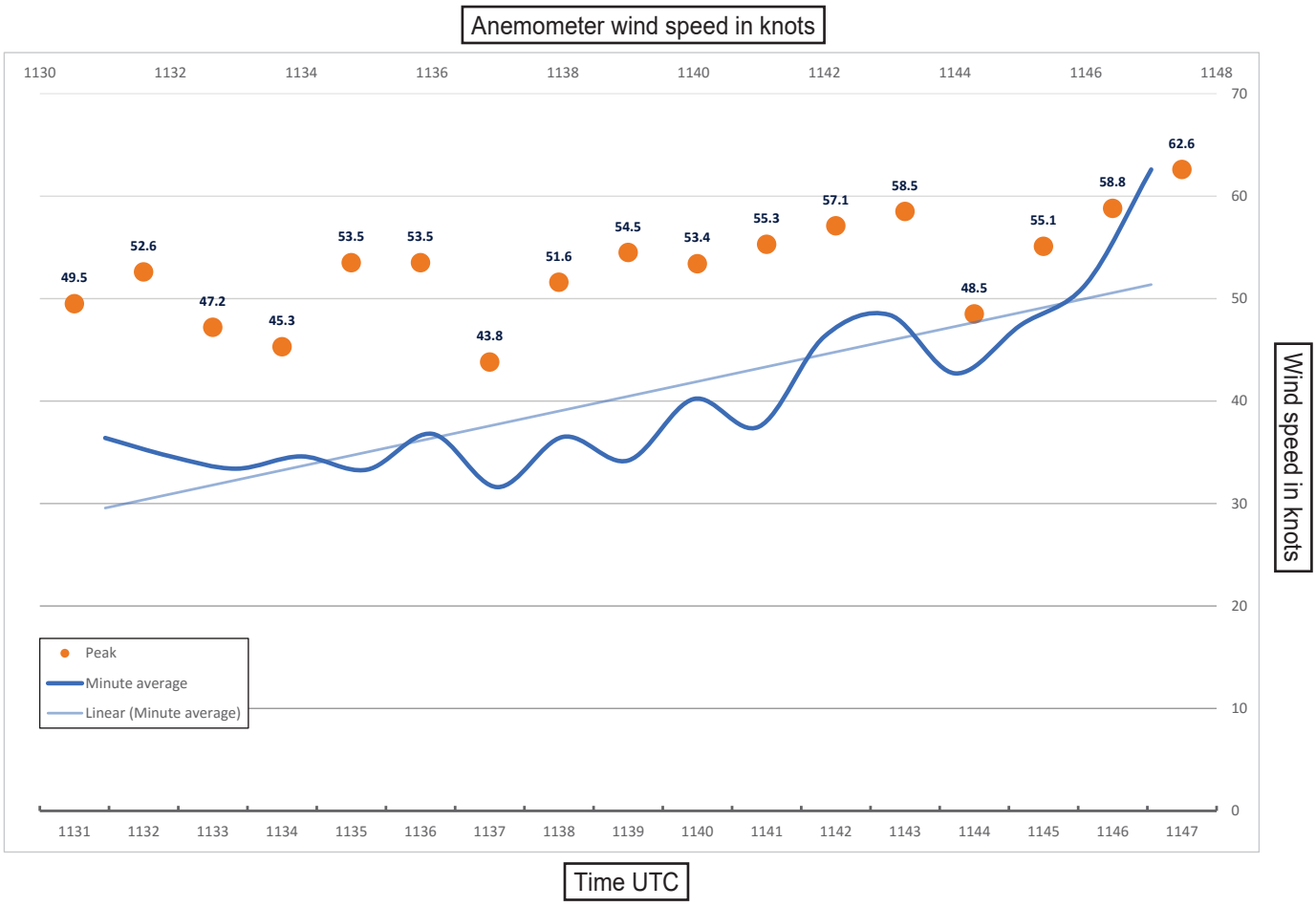
[1] Operational rpm was between 148 and 160 rpm.
[2] Demand is 100% but output is 50% due to one thruster non-operational

Time	Event	Heading	Speed over ground (kts)	Propellers % pitch	Rudder angle º (+ to starboard, - to port)	Bow thrusters % of full power (+ to starboard, - to port)	Rate of turn º per minute (+ to starboard, - to port)	Wind direction and speed (no gust speed)
1144:28	*Pride of Kent* head-to-wind **(Figure 4)**.	261º	+0.1	+65/+25	+40/+40	-50	+58	258º 50kts
1144:55	Rudders at midships and master requested helmsman to take steering control at centre console "*OK* [name] *if you'd like to take it onto the green at the moment please*" **(Figure 5)**. Helmsman acknowledged	288º	+1.2	+50/+50	0/0	-50	+59	255º 55kts
1145:08	Control taken at centre console – helmsman moved rudder control lever to port 40 (full)	299º	+2.3	+50/+50	-40/0	-50	+45	248º 56kts
1145:11	Master ordered helmsman to "*Go synchronised*". Master observed that only port rudder was full to port.	302º	+2.7	+55/+55	-40/0	-50	+44	250º 44-50kts
1145:20	Both rudders synchronised and full to port. Master to helmsman "*Right inside the green now*".	307º	+3.0	+80/+80 (max)	-40/-40	-50	+28	249º 54-59kts
1145:30	Rate of turn zero.	309º	+4.0	+80/+80 (max)	-40/-40	-50	0	250º 58kts
1145:41	Assisting officer asked if master has control [at the centre console]. Master	307º	+4.5	+80/+80 (max)	-40/-40	-50	-14	250º 52kts

Time	Event	Heading	Speed over ground (kts)	Propellers % pitch	Rudder angle ° (+ to starboard, - to port)	Bow thrusters % of full power (+ to starboard, - to port)	Rate of turn ° per minute (+ to starboard, - to port)	Wind direction and speed (no gust speed)
	confirmed that he had control.							
1146:17	Master confirms vessel contacted ro-ro berth.	287º	+4.1	+80/+80 (max)	-40/-40	-22	-34	259º 57-62kts
1146:46	Peak wind speed.	287º	+4.0	+70/+70	-40/-40	+20	+50	256º 72kts
1147:48	*Pride of Kent* firmly aground **(Figure 7)**.	302º	0.0	Engines stopped	0/0	0	0	252º 57kts

Key events and machinery status between 1139 and 1148

Wind speed and direction between 1131 and 1147 (based on ship’s anemometer data)


Anemometer wind speed in knots
1130
1132
1134
1136
1138
1140
1142
1144
1146
1148
70
60
50
40
30
20
10
0
49.5
52.6
47.2
45.3
53.5
53.5
43.8
51.6
54.5
53.4
55.3
57.1
58.5
48.5
55.1
58.8
62.6
Peak
Minute average
Linear (Minute average)
1131
1132
1133
1134
1135
1136
1137
1138
1139
1140
1141
1142
1143
1144
1145
1146
1147
Time UTC
Wind speed in knots