

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2) (b) of the Merchant Shipping (Accident Reporting and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 chemical tanker *Ali Ka* with Oikos Jetty 2 on the River Thames at Canvey Island, England on 25 October 2022

The information contained in this interim report is based on the various aspects of the investigation completed to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.

FACTUAL INFORMATION

At 0436¹ on 25 October 2022, the Malta registered oil and chemical tanker *Ali Ka* made heavy contact with the westernmost dolphin of Oikos Jetty 2 at Canvey Island on the River Thames, England. The vessel was departing the berth under compulsory Port of London Authority (PLA) pilotage and without a tug in attendance. The impact to *Ali Ka*'s starboard quarter damaged several frames, punched some holes in the vessel's side and flattened guard rails on the main deck. The dolphin at Oikos Jetty 2 was severely damaged, including a walkway becoming dislodged and falling into the river. *Ali Ka* released its anchors and the vessel grounded close to the jetty. Two tugs were deployed and, by 0630, *Ali Ka* was successfully recovered to Oikos Jetty 1. No one was injured and there was no pollution.

The Oikos fuel storage facility was regulated by the Health and Safety Executive under the Control of Major Accident Hazards Regulations 2015.

INVESTIGATION

The MAIB's investigation has considered various aspects of the accident to determine the causes and circumstances of the contact. These include: the planning and execution of the pilotage; the use of tugs; the master-pilot exchange; the assessment and control of the risk of such an accident occurring; and the potential impact of fatigue on the accident.

ONGOING ACTION

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

¹ All times are British Summer Time (universal coordinated time +1 hour) unless otherwise stated.



Ali Ka

VESSEL PARTICULARS

| | |
|----------------------------|----------------------------------|
| Vessel's name | <i>Ali Ka</i> |
| Flag | Malta |
| Classification society | Bureau Veritas |
| IMO number/fishing numbers | 9451226 |
| Type | Oil/chemical tanker (IMO type 2) |
| Registered owner | North Star Tankers Limited |
| Manager(s) | Trans Ka Tanker |
| Year of build | Steel |
| Construction | 2020 |
| Length overall | 129.5m |
| Registered length | 122.7m |
| Gross tonnage | 7324 |
| Minimum safe manning | 13 |
| Authorised cargo | Oils and chemicals |

VOYAGE PARTICULARS

| | |
|-------------------|---|
| Port of departure | Oikos Storage, Canvey Island, Port of London, England |
| Port of arrival | Eastham, Merseyside, England (intended) |
| Type of voyage | International |
| Cargo information | Hydrogenated vegetable oil |
| Manning | 18 |

MARINE CASUALTY INFORMATION

| | |
|-------------------------------------|--|
| Date and time | 25 October 2022 at 0436 UTC+1 |
| Type of marine casualty or incident | Serious Marine Casualty |
| Location of incident | Canvey Island, Port of London, England |
| Place on board | Starboard quarter |
| Injuries/fatalities | None |
| Damage/environmental impact | Damage to starboard quarter of <i>Ali Ka</i> ; serious damage to westernmost dolphin and walkway of Oikos Jetty 2; no pollution. |
| Ship operation | Manoeuvring under pilotage |
| Voyage segment | Departure |
| External/internal environment | Wind from south-west at 15kts, sea state 1, tidal stream ebbing at 1.7kts, good visibility, dark night, no moon. |
| Persons on board | 19 |