



Civil Service Channel Sailing Club – Affiliated to the Civil Service Sailing Association

CSCSC Ltd Incident Report 26-4

The aim is to fill in this form honestly and hopefully prevent further avoidable accidents

Use hardcopy for immediate record of incident then transfer to softcopy that can be found in the documents area of the CSCSC Ltd website. Completed report to be sent to the Yacht Secretary either directly or via any member of the CSCSC Ltd Management Committee.

<u>Name of Person completing the form (not obligatory):</u>		
<u>Incident Type:</u> Minor collision on berthing		
<u>Date and Time of Incident:</u> 22/05/2026 at approx. 1715		
<u>Location:</u> Mercury Marina	<u>Latitude:</u>	<u>Longitude:</u>
<u>Weather Conditions:</u> <u>Sea State:</u> Nil – Tide at the stand still <u>Wind Force:</u> F1/2 southerly <u>Natural Light:</u> Daylight <u>Visibility:</u> Good		
<u>Tidal Conditions: HW, LW.</u> At the standstill at HW		
<u>At Location of incident:</u> <u>Standard Port:</u>		
<u>POB:</u>	Qualifications/Experience: Skipper – Yachtmaster Coastal Mate – RYA Coastal Crew – Taster Day clients.	
<u>Names and Details of other Vessel(s)/Installation(s) Involved:</u> Aimé C23		
<u>Description of Incident (Attach Sketches):</u> When turning to starboard to enter C25, Sea Essay's port bow kissed the port side of Aime on C23.		



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Please state why you think the occurrence happened:

I misjudged the turn to starboard and turned too late.

Having realised I had turned too late, I executed my pre-planned escape which was to go astern and as soon as I had astern momentum I turned hard port this pushing the stern to port and the bow to starboard to create room at the front. Unfortunately, Sea Essay was still slipping to port in the turn, causing the gap between Sea Essay and Aime to close, resulting in what I would describe as a gentle kiss to Aime.

Having reversed off the berth turning port, I then continued to go astern and down the run of berths until I had room. I then proceeded ahead turning to port into C25 and berthed with no further incident.

This was an unfortunate misjudgement on my part, I turned too late, and something I have not previously done in 45 years plus of boating.

I believed (and still believe) that this was no more than a gentle kiss, causing no damage to either boat, nor crew, and hence the reason for not recording the matter earlier.

Sea Essay Crew Injuries:

None

Other Vessel Crew Injuries:

None – nobody onboard

Damage Suffered to Sea Essay:

Nil

Damage to Other Vessel(s):

None that I am aware of. I did make a visual inspection, once alongside and could see no damage.

Club comment:

It was subsequently found that there was minor scuff damage to Aimé's port side.

Actions recommended to prevent similar occurrences:

e.g. Passage Plan and Crew Briefing? Follow a chart/plotter? Keep a proper watch? Monitor Depth displays? Allocation of duties?

Skipper's remarks:

Do not do what I was encouraged to do on my Yachtmaster course and enter C pontoons ahead, turning starboard into C25, and instead do what was frowned upon on the course, and enter C pontoons going astern, passing C25 and when ready then go ahead turning port into C25.

Club comment:

This was a slight error of judgement in berthing, which – as it subsequently transpired – did cause minor damage to Aimé. The skipper has provided a possible future mitigation of the risk encountered. However, it should be noted that conditions on the day always need to be taken into account, as what works one day may not on another. Also, as other skippers have found, the astern approach into the B/C alley is not without its own risks.