



Risk Assessment Solutions

“Prevent, Don’t Cure”

Circular 02/02/14

Subject: Mooring arrangements – Important Safety/PSC Issue!

Case: Recently, the following “not recommended” practice was identified on board a cargo vessel which was inspected by our personnel.



Analysis

In a recent research it was found that mooring incidents are amongst the ten most frequent cause of personal injuries and they are amongst the five more expensive per claim indicating as such the high risk and the consequences involved therein. The key to safe and effective mooring operations is efficient planning and moreover a risk assessment should always be carried out evaluating the unique surrounding conditions by searching for hazards that may cause injuries and ensuring that appropriate procedures are followed.

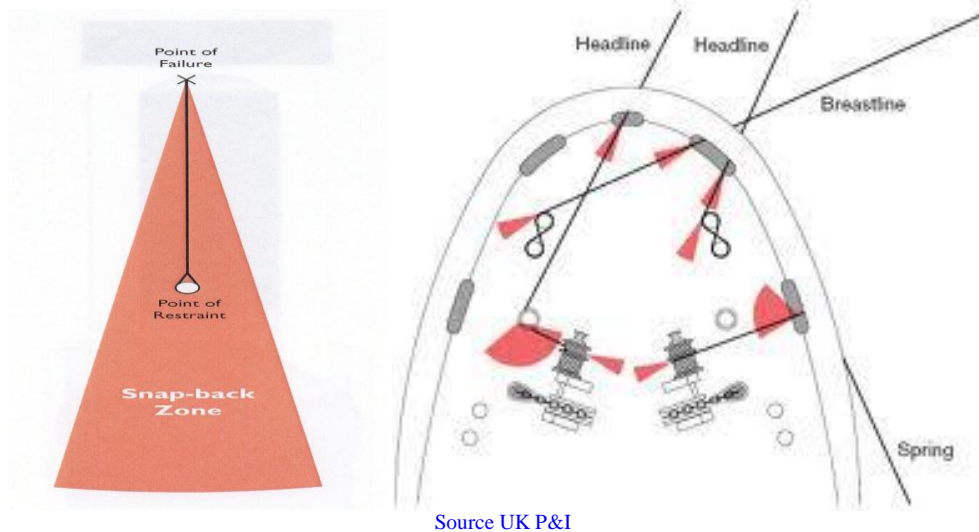
Mooring areas mainly involve trip hazards and a good starting practice in order to avoid the aforementioned, is to highlight the physical hazards (see below).



Source UK P&I

It is recommended that the seafarers involved in mooring operations should try to use common sense and if they see a dangerous situation developing, they should make sure that the hazard has been eliminated or reduced otherwise a stop signal should be given.

Reference is made to the UK Maritime & Coastguard Agency guidance note [MGN 308](#) for snap back zones¹ and the recommendations given for the use of deck marking (see below examples).



Source UK P&I

Ropes and stoppers that are to be used in mooring operations should be in good condition. Ropes should be frequently inspected for both external wear and wear between strands. It is unavoidable that the ropes will suffer damage and wear and the general condition will be evident in the rope. It is also possible that a particular part of the rope may become damaged at any time and therefore frequent inspection is necessary before, during and after its use. Also bad mooring arrangements are responsible for damaging the ropes and thus should be avoided.

Potential Hazards

- Existence of rope bights
- Slipping oil due to mooring equipment oil leakages
- Falling over due to leaning on or over ship side handrails or bulwarks
- Inadequate lighting
- Manual lifting of mooring lines
- Poor condition of elevated winch gratings

Personal Protective Equipment

- Coverall
- Safety shoes
- Safety helmet
- Gloves
- Buoyancy vest if working near shipside

Communication between mooring team is a key part of mooring procedures. The seafarers should identify any language barriers which may lead to miscommunication and an unintended action that may in an incident.

We remain at your disposal for more details,

Prevention at Sea

1. The snap back zone is an area where a person could be injured if a mooring line, while in use, parted and came flying back.