

“Don’t Cure, Prevent!”

PaSea Circular 07/2017

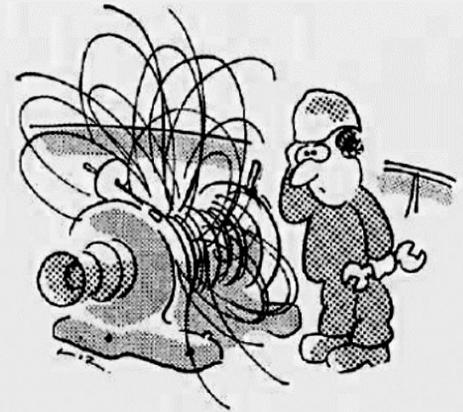
SUBJECT: ‘Focus on Mooring Safety!’

Mooring operation is one of the most critical tasks, seafarers have to perform on ship’s deck. Several cases have been reported where accidents occurred during mooring operations and have led to severe injury or even fatality of Seafarers.

Due to the growing number of reported incidents during mooring operations, a new requirement was incorporated into the new TMSA edition (TMSA 3), requesting evidence that mooring and anchoring operations are conducted in a safe and efficient manner;

TMSA 3 - Element 6A – Stage 4 – 4.3:

“Comprehensive audits on mooring operations is required to be completed by a suitably qualified and experienced company representative. The audit shall use observation of mooring operations.”



→ All Companies subject to TMSA implementation, should perform annual audits on their fleet.

MAINTAIN SAFETY ON MOORING!

Mooring incidents come unexpectedly and when everything seems to be under control. Normally mooring goes well. As time goes by, whereas no standard procedures exist to maintain high operational performance, the level of safety slowly declines. And then it suddenly happens – not because of one, but because of a number of interacting factors.

The four main factors that influence safety during mooring and unmooring operations, are;



1 Material – equipment

Prior to mooring operations commencement, all equipment should be visually examined for any visible defects. Any defective equipment should be taken out of service. Mooring winches, windlasses, mooring lines and mooring fixtures and fittings should be properly checked by assessing current condition while periodic maintenance should be undertaken as per planned maintenance system.

2 Human Factor

All personnel involved in mooring/ unmooring operations should be skillful and experienced, be aware of possible hazards and have the proper clothing (use of PPE) on. New crew members should be familiarized with the safety procedures with regards to mooring and unmooring. Additionally, the personnel should participate in training sessions onboard and possibly ashore, in order to remain alert of the risks revolving around the mooring operations.

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3 Circumstances

A **pre – arrival meeting** is considered vital in order to ensure that all members of the mooring team understand the conditions of the operation, their role and position onboard. Furthermore, a detailed **Risk Assessment** should be carried out before the operation. Following the Company's **Safety culture**, all **Near misses** should be registered, reported and communicated to the Company's fleet, preventing unfortunate situations from repeating.

During mooring, it should be ensured that mooring stations are clean and tidied up, that only one action is carried out at the same time and that the Officer in charge keeps a good overview of the situation.

4 Proper marking of Snap back zones

BEST PRACTICE

The Ch. 26 of the UK Maritime & Coastguard Agency's Code of working practices for Merchant Seafarers reads the following, regarding snap – back zones;

26.3.2 Owing to the design of mooring decks, the entire area should be considered a potential snap-back zone. All crew working on a mooring deck should be made aware of this with clear visible signage.

26.3.3 The painting of snap-back zones on mooring decks should be avoided because they may give a false sense of security.

MOORING DECK SHOULD BE CONSIDERED A HIGH RISK AREA



[Source: UK P&I Club]

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[Source: SEAHEALTH]

How Prevention at Sea can assist you!

For Ship Operators seeking to maintain high quality standards, Prevention at Sea conducts comprehensive Mooring Audits onboard, in accordance with the TMSA 3 new requirements as well as industry's best practice.

For more information, please to contact us and ask for a Quotation!

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