

MOORING LINES CHAFING



- HELMET ELEMENT 7 ‘Mooring and Anchoring’ - Item 3 ‘Mooring and Anchoring Equipment’
- OCIMF – Mooring Equipment Guidelines (MEG4)
- RIGHTSHIP Inspection Questionnaire – Section 10.11
- TMSA – Element 6, Section 6A.1.3
- UK P&I Club – “Understanding Mooring Incidents”

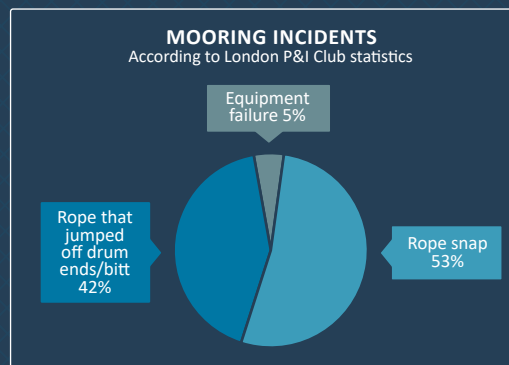
FINDING: : PAS Assessor was performing a HELMET assessment onboard a vessel, when he observed a serious deterioration on ship’s mooring lines, due to their direct friction with the chocks surface.

IS THIS IMPORTANT?

Synthetic fiber ropes display immense sensitivity to chafing when under heavy load. If damaged, they are permanently weakened and may part quite easily. This can cause various complications during mooring operations onboard and result to serious incidents. A study by UK P&I club, indicates that 53% of fatal injuries during mooring operations derive from rope snaps.

SUGGESTIONS

- Perform a periodical visual inspection of the mooring ropes during operation for wear signs, especially when the vessel is experiencing excessive movement due to rough weather conditions or strong currents.
- Monitor external factors that may affect mooring ropes condition such as sea state or strong winds.
- Take special care of chocks and remove rust, as the contact points can damage the ropes’ fibers.
- Ensure that rollers turn properly.
- Check for sharp edges in every related mooring equipment.
- Wrap the rope with sliding type sleeves in order to bear the rubbing and wearing.
- Improve situational awareness on mooring operations, through continuous training and familiarization.



Ref: UK P&I Club - Bulletins / “Understanding Mooring Incidents”

REMEMBER

Some manufacturers recommend to apply a specific lubricant to the chock’s surface, between the sleeve and the chock in order to reduce sleeve’s friction.

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