

FAILURE OF MOORING BOLLARD



- HELMET ELEMENT 7 ‘Mooring and Anchoring’ – Item 1 ‘Safe Mooring and Anchoring’
- OCIMF – Mooring Equipment Guidelines (MEG4)
- RIGHTSHIP Inspection Questionnaire – Section 10.11
- TMSA – Element 6, Section 6A.2.1-3

INCIDENT: During a real-time cargo audit, the PAS Assessor reported that the vessel was secured to the pier’s bollards using her own mooring lines. During the night and while the discharging operation was still in process, excessive winds developed massive forces on the ship’s hull resulting in the bollard’s failure.

WHAT WENT WRONG?

- The wind speed & direction indicator at the ship’s control room was switched off.
- Officers omitted to monitor weather conditions during vessel’s stay at port.
- Deck Officers on watch did not inform Cargo Control Room regarding weather deterioration.
- Shore personnel omitted to check the bollards condition.

RESULT

The ship lost secured mooring integrity from astern and started swinging inside the port. This could result to a collision with other nearby vessels.

ACTIONS TAKEN

- OOW informed the Harbor Master.
- The stand-by Port’s tugboats for emergency cases, assisted the vessel to return back to the pier.

LESSONS LEARNED

- When alongside, inspect the mooring lines for signs of excessive tension, especially during discharging operation, where excessive angles are developed.
- Monitor weather forecasts and be prepared for emergency unmooring in cases of gale warnings.
- Never heave up a line when no one is monitoring the other end side.
- Select a mooring pattern, where the mooring lines are distributed equally amongst all available mooring bollards, so as the generated forces are split evenly.
- In the risk assessment process, include specific procedures for handling cases of breakaway from mooring, sudden failure of mooring equipment, dragging anchor and sudden failure of anchoring.
- Ensure that ship’s personnel are familiar with emergency procedures regarding mooring operations.
- Report and provide evidences with photos to the Port facility administration Officers for any suspicion of faulty equipment.

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