

Safety Flash A12-07



Issued: 09th May 2012

Subject: Incident with rope stopper

Incident

Whilst conducting routine mooring operations, the vessel was advised by the marine Pilot to warp the vessel ahead along the berth by 10 m. As a result the aft spring mooring line had to be re-lead. The vessel was declared all fast forward and aft and the main engines and thrusters were stopped. A stopper was placed on the aft spring so that it could be transferred from the drum-end to the bitts. During this evolution weight came onto the stopper, causing it to part whilst being held by a crew member.

The crew member sustained a jerking motion to their arm and shoulder, resulting in a Restricted Work Case (RWC).

Lesson Learnt

The investigation highlighted the difficulty of operating within busy spaces of the mooring area onboard some types of vessels, and the quality control (planned maintenance) and handling of stoppers. The investigation also highlighted the correct use and type of rope stopper to be used depending on the type of mooring line in use.

Corrective Actions

- A hazard hunt onboard was conducted to ensure that correct type and functionality of stoppers;
- Management promulgated to Fleet a Fleet Safety Notice (FSN) describing the incident. All FSN are a standing agenda for onboard safety meetings;
- Review of JSEA to include inspection of rope stoppers suitability for the task; and
- A quarterly safety Focus campaign will be run on mooring line safety throughout the fleet.

References

D J House, Seamanship Techniques.