

Marine Safety Flash

A14-05 (15th July)

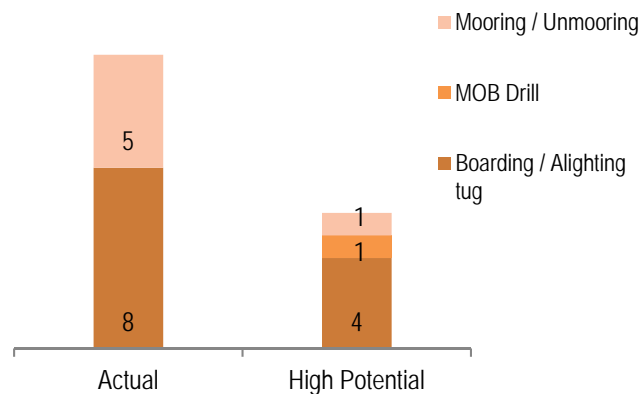


Man-overboard

Incident Overview

A member has reported 13 actual MOB cases and 5 near MOB events with high potential. The chart on the right indicates two activities when colleagues have fallen over board,

- While boarding / alighting the vessel
- While mooring / unmooring.



Key Findings

- Use of non-standard means / unsafe practices to board the vessels.
- Leaning in excess over-side of the vessel to pick-up the lines from water, especially in rough weather.

Recommendations

- Establish and use an industry standard and safe means of access to vessel
- While working over-side, don all the mandatory PPE including inflatable life-vest and fall protection.
- While working over side a PTW is mandatory, do not work alone. Keep the Master informed and ensure the task is monitored at all times from the vessel.
- Secure your position on deck during line handling operations. Never overstretch to reach to the lines, instead use the correct tool to pick-up the lines.
- If leaning over side, make sure the bulwark / stanchions are sturdy enough to support your weight and are free from defects.
- Conduct regular Man Overboard and recovery drills, record deficiencies and immediately rectify.
- Ensure life-vests / jackets are inspected as per plan. It is your first line of defence in the water.
- Consider the use of Personal Locator Beacons (PLBs) when working offshore / outside harbour limits / in rough sea states or where Search & Rescue services are limited, particularly during hours of darkness.