



Marine Safety Forum – Safety Flash 02/03

Subject: Vessel Risk Assessments – Mooring Systems

An incident has occurred onboard a Platform Supply Vessel, which has resulted in a crewmember fracturing his forearm. This was the consequence of an event that happened during activity that the crew did frequently – a “routine” activity.

The vessel, a modern Platform Supply Vessel, was preparing to enter port, two crewmembers working on recovering ropes from the enclosed foc’sle head space onto the upper foc’sle head in preparation for mooring alongside.

That operation involved the transfer of mooring ropes from the starboard side to the port side of the vessels foc’sle head using the ships anchor/mooring windlass. Under turns on the windlass drum end were used to improve the rope lead towards the port drum on the windlass. One crewmember was engaged driving the windlass and one was engaged with the rope at the drum end.

Whilst putting a third turn onto the windlass drum end the crewmember working at that position lost his footing and while steadying himself he found that his glove end had become trapped between the mooring rope and the drum end, causing his forearm to be pulled into the drum end. The resulting consequence is that he has a fractured arm and is now unable to continue at work.

The resultant investigation outcome concluded.

Ship owners and ship managers of offshore support vessels to advise their vessel crews to review the task based risk assessment used for the preparation and stowage of mooring systems in anticipation of the vessel entering or after departing from a port. This should be done to maintain focus on the potential hazards that are associated with this type of activity.

The type and fitting of hand gloves (PPE) used by vessel crews should be examined to ensure that gloves remain reasonably tight fitting on the wearer and also to ensure that any looseness in the finger area does not compromise the safety of the wearer.