

Prevention of Accidents during mooring operations

Mooring Safety Campaign to Foreign flagged vessels calling ports in Japan

A sad accident happened on March 20th 2009 at Port Island Container Terminal of Kobe port. It was caused by a mooring rope during the mooring operation, after the vessel had entered a port.

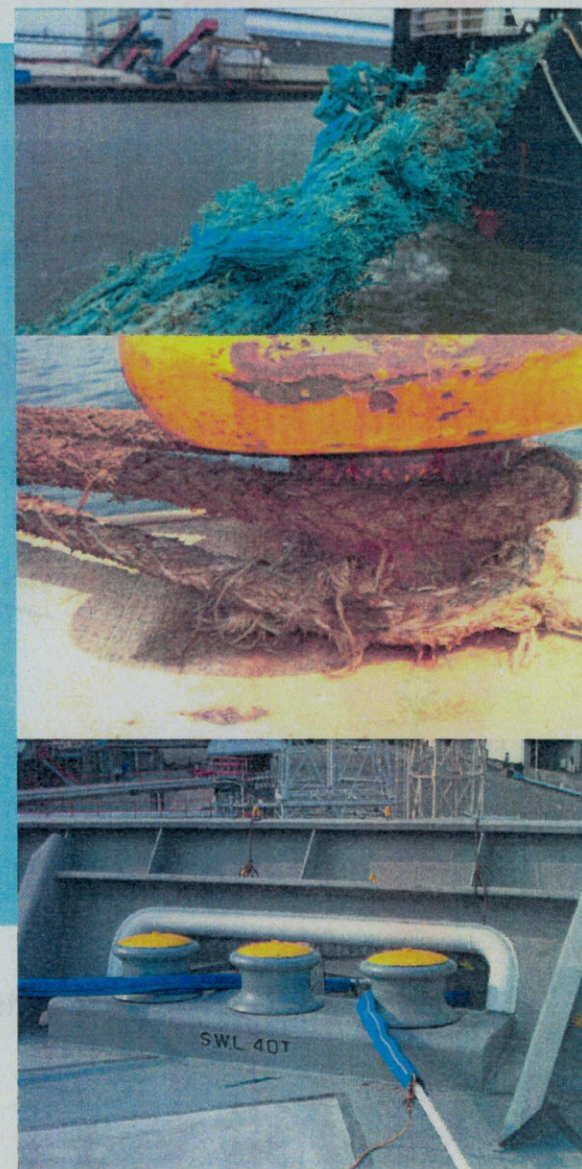
After taking the 1st forward spring line on the bit, the two line workers were taking the 2nd spring line by heaving rope. While doing this, the first spring line became tight and suddenly broken because the vessel had not touched the fenders yet and she might be still moving. The line hit the two line workers, resulted in two 20-year-old men being killed when a mooring line snapped back onto the container terminal. This is an example of incident in mooring operation.

Every day thousands of mooring operations are done at ports. They are safely done by professionals without accidents.

However mooring operation involves high risk. If operation steps are missed then the consequences can be disaster. In order to complete mooring operation safely, we would remind vessels visiting ports in Japan to draw attention to the items on the following check list. The purpose of this leaflet is to provide you how to avoid accident in mooring operation.

Contact to:

**Kinki District Transport Bureau,
Ministry of Land, Infrastructure, Transport and Tourism
Tel +81-6-6949-6433
e-mail: kkt-ko-kantoku@ml.milt.go.jp**



CHECK LIST FOR THE MOORING SAFETY

- Do the officers and crew know the type, physical properties and conditions such as wear and tear of the mooring ropes and equipment?
- Are winch control levers operated properly?
Are heave or slack directions clearly marked and ropes wound correctly?
- Do the officers and crew know "Snap-back zones of rope" and "blind sectors" in signaling to the winch man?
- Are mooring line operations conducted on the assumption that a mooring rope may part suddenly?
- Are communications maintaining good during mooring stations, among all related persons, such as Captain, crew, pilot, crew on tugs and linesmen?
- Are all mooring station crew made aware of the planned operation and sequences in advance?
- Are all mooring station crew constantly confirmed each other the current state of mooring rope or tug line and the motion of the main engine?
- Are all crew equipped with personal protection equipment?
- Has your company established procedures for a mooring operations and a maintenance of mooring rope and equipment in its Safety Management System?

