

Lessons learned case 1 - He lost his leg during mooring operation

Please discuss the following key learning points with your group:

- The vessel had a risk assessment for the mooring operation, but it did not include the risk of the mooring line getting stuck in the propeller, as the mooring line should be floating in normal circumstances. This time the mooring line was lowered too quickly and ended up under the surface. The propeller blades are only 2 metres below the surface, so the lines were sucked into the propeller.
- When passing lines to shore, they should be controlled and slowly passed to prevent the lines running below the water. This is also applicable for floating mooring lines.
- Another risk was that the mooring line was partly around the bollard, with a bight and a right angle to the normal pull direction. This arrangement caused the snapback zone to cover the entire area between the bollard and railing. When the rope ran out rapidly and became caught in the propeller, it snapped back to where the Third Officer was standing. The Third Officer was outside the normal snapback zone, showing the importance of evaluating each situation independently. The entire mooring deck could be considered a snapback zone. Mooring is a normal operation; however, it is a high-risk operation, and the risks need to be evaluated every time.
- It is important to always be aware of your surroundings and not stand too close to fairleads and ropes. Inexperienced crew members should be trained about these risks.
- When lines are prepared on deck, the line-up should be in direct line with the expected movement of the rope.