

Trapping incident related to mooring system

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IMCA has received a report of an incident onboard a platform supply vessel which resulted in a member of the crew fracturing his forearm.

What happened?

This was the consequence of an event that happened during activity in which the crew engaged frequently – a ‘routine’ activity.

While the vessel was preparing to enter port, two crew members became engaged in recovering ropes from the enclosed foc’sle head space onto the upper foc’sle head in preparation for mooring alongside. This operation involved the transfer of mooring ropes from the starboard to the port side of the vessel’s foc’sle head, using the ships anchor/mooring windlass. Under-turns on the windlass drum were used to improve the rope lead towards the port drum on the windlass. One crew member was driving the windlass with the other engaged with the rope at the drum end.

While putting a third turn onto the drum end, the crew member in that position lost his footing and, while steadying himself, 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. As a result, he received a fracture to his arm and was unable to continue at work. The potential was even worse.

Our member took the following action:

The company has advised each of its vessel crews to review the task-based risk assessment used for preparation and stowage of mooring systems in advance of entry into or after departure from port, in order to maintain focus on the potential hazards 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.

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