

Unsafe boarding during unmooring operation

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A vessel was departing from port when crew found it necessary to remove the mooring lines from the shoreside bollards with no safe un-boarding/boarding arrangements in place – instead clambering over the side (CCTV capture shown below).

What happened?

A standard unmooring process (using shore-based support) had been discussed with the team involved during the pre-task briefing/toolbox talk.



What went wrong?

- Failure to follow company operating procedures and internal HSSE rules.
- Ineffective assessment of risks before starting work.
- Failure to effectively recognise and manage the safety risks associated with the change to the planned activity (failure to manage change).
- No-one stopped the job (**stop work authority**).

What actions were taken?

IOGP Life Saving Rules:



Bypassing safety controls



Work authorisation

- The fouled mooring line was removed/cleared from the thruster.
- Reinforcement and raising awareness of:
 - existing company rules on safety including the obligation of all employees to 'speak up/step in' if they see an unsafe act and/or condition
 - the importance of dynamic risk assessment and management of change (MoC)
 - the relevant sections of Code of Safe Working Practices for Merchant Seafarers (COSWP)
 - fleet level risk assessment and management procedures
 - fleet level vessel mooring/unmooring procedures.
- There was a visit by senior management and discussion with the team involved.

What lessons were learned?

- Vessel crew should not act as linesmen for their own vessel.
- Contingency plans should be developed in advance for this type of routine activity.
- Changes to any activity should be effectively risk assessed and managed using the MoC process.

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