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## Multiple mooring lines through ONE closed chock is not a good practice.

A Near Miss was reported recently at OSIS with a vessel that participated in an STS Operation. The near miss was associated with damages to the multiple mooring lines that were directed through one closed chock. Although the mooring lines did not break, they were heavily damaged due to excessive friction. The damage was noticed upon completion of the STS operation by the vessel's crew whose mooring lines were damaged. As a result the damaged mooring lines had to be replaced with new ones immediately.

Although concerns were raised by our member owners during the planning phase, the involved Service provider ensured that the STS operation would take place according to the latest OCIMF guidelines. Due to the fact that open chocks are not recommended to be used for the STS operations, the involved service provider decided that 4 mooring lines should be directed from the foremost closed panama chock of the maneuvering vessel.

Below photos received by our member vessel depict the condition of the mooring lines upon completion of the STS operation.



Photo 1



Photo 2



Photo 3

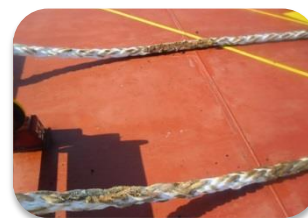


Photo 4



Photo 5



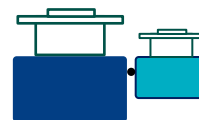
Photo 6



Photo 7



Photo 8



## LESSONS LEARNED

The following lessons are extracted from reported near miss.

- Mooring lines should be deployed in accordance with the mooring plan. When prevailing weather conditions or weather forecasts require it, additional lines should be deployed. It is recommended that no more than two mooring lines are placed through each chock and secured on a set of bitts. (extract from the latest OCIMF Guidelines)
- In case more than one mooring lines pass through a closed chock, the use of protecting sleeves is recommended, as shown at below picture.



- The SWL capacity of the chock should be at least equal to the sum of the breaking strength of all the lines passing through.
- The Mooring pattern should be agreed between the service provider and **both Masters** prior commencement of the STS operation.
- In case a safety issue is in doubt, OCIMF guidelines should be consulted. Statements from the POAC or a service provider that a specific practice has not resulted in any incident in the past, although it is not recommended by OCIMF guidelines, should not be taken as a proof of safe practice. In fact POAC credibility should be questioned in such cases.
- The crew should check the condition of mooring lines **prior** separation of vessels.

Furthermore the following points are proposed for further consideration:

- Charterer's and Cargo owners should screen Service Providers for "Best Practices according to OCIMF guidelines" prior contracting them.
- Service Providers should be audited on a more frequent basis.
- Owners should raise safety concerns to their Charterers prior the STS operation.