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Sent: Saturday, August 24, 2019 5:10 PM
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Subject: [dma] ALL FLEET VESSELS/ DA-11, Parting of tail end of spring mooring rope in Chabahar during berthing and injuring pilot

Ref : DMA/AIFI/98/C 1049

Date: 24/08/2019

Dear Captain
Good Day,

Recently while one of the Company fleet vessels was engaged in berthing operation at Chabahar port, due to vessel surging, the tail end of one of the spring wire mooring ropes which had already been sent ashore and fixed on the bollard was parted. Unfortunately at the same time pilot was disembarking the vessel from the accommodation ladder. Due to back lash of parted rope which hit the accommodation ladder, pilot lost his balance and fell on the jetty and was injured. He was sent to hospital for further treatment.

As such incidents can have very serious consequences for vessel and the Company, it is essential that all efforts to be made to avoid their reoccurrence. In order to do so, Masters are required to observe all safety measures and take into account following points:

- Prior to embarking/disembarking of the pilot, it is absolutely essential to verify and ensure that pilot and/or accommodation ladder used for operation is properly rigged and ready for use,
- If the vessel is not properly secured alongside, embarking and/or disembarking of the pilot shall not be carried out,
- In ports such as Chabahar, where in certain seasons vessels may surge/roll alongside the jetty due to outside elements including swells, other positions/methods apart from using accommodation ladder for embarking and/or disembarking the pilot from jetty shall be considered. In order to do so, dangers involved to be explained to incoming/outgoing pilot and request them to follow alternative ways to embark/disembark the vessel. Alternative ways may include embarking/disembarking from sea side using pilot ladder.
- Mooring ropes and wires are subject to constant wear and tear and physical damages. Such conditions are evident in the rope as a whole, but a part of the rope may become particularly damaged at any time and it is important to check the ropes at every opportunity,
- Condition of mooring ropes shall be checked on regular intervals to ensure they are in proper state,
- A visual inspection should be performed every time before, during and after a rope has been used. Arranging a rope on the deck ready for running is a good opportunity to look for damage which a part of the rope may have suffered, causing a weak point in the rope.
- A general visual inspection can also be performed by the person handling the line on a windlass drum as it is paid out/retrieved.
- Mooring lines which are not of proper gauge or material for the size of vessel shall not be used,

- If mooring ropes are found in poor condition, they should be taken out of use immediately,
- All crew associated with mooring operations should be properly informed and fully briefed with regard to:
 - the mooring operation in general
 - checking for defects in the mooring ropes

You are requested to confirm receipt, discuss the contents in the next consolidated meeting on board & keep a copy in the file DA-11 .

Best Regards,

Ali Mohtasham

Accident Investigations & Fleet Inspections

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(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)