

— SAFETY CIRCULAR WK 42 —

MOORING SAFETY: SMALL POSITIONS, SERIOUS CONSEQUENCES



MARINER'S UPDATE
COMPLIANCE WITH SIMPLICITY

DECK SAFETY ALERT

Mind the Line: Where Mooring Injuries Really Happen

Mooring lines store enormous energy under tension. When one parts, it can whip back in a split second, and the people closest to the operation are the ones in its path.



Why Lines Part and Why It Hurts

- **Overloading:** Wind, current, tide, passing vessels, and surge can push a line well beyond what it was meant to carry.
- **Worn or damaged lines:** Chafe, cuts, UV damage, and age quietly reduce strength, often with no obvious warning.
- **Poor arrangement:** Mixed line types, sharp edges at fairleads, and uneven tension across lines load some lines far more than others.
- **Standing in the wrong place:** The danger zone is the area along and around the line's path, and it is not always obvious until a line parts.

THINK IN ZONES, NOT DISTANCE

A line does not need to hit you head-on. Standing in a bight, behind a bollard, or near a fairlead puts you in the path if something gives.



PREVENTIVE ACTION

Six Rules for Safer Mooring

1

Know the danger zones

Identify and mark snap-back zones at every mooring station, and make sure the whole team knows where they are.

2

Brief before you begin

Cover roles, signals, and where each person will stand. Include new joiners who may not know the layout.

3

Stay out of the bight

Never stand in a bight or in line with a rope under tension. Plan your position before the line comes tight.

4

Inspect lines and gear

Check lines, fairleads, bollards, and winches before use. Replace worn lines rather than hoping they hold.

5

Communicate clearly

Use agreed signals and radio checks between bridge and stations. Confirm each step before the next begins.

6

Tend lines in port

Watch tides, loading, and weather alongside, and adjust lines before they overload. Stop work if unsafe.

BEFORE EVERY MOORING OPERATION, ASK

Is the team briefed? Are danger zones clear to everyone? Are lines and equipment inspected? Are signals agreed? If any answer is no, stop and fix it first.

SAFETY REMINDER

A mooring line gives no second warning. Know where to stand, and know where not to.

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