Mooring Incidents
Large Personal Injury Claims by Accident Type (Number)

81 claims value 34.65$m

7th highest in frequency
Large Personal Injury Claims by Accident Type (Value)

81 claims value 34.65$m

7th highest in overall cost
Large Personal Injury Claims by Accident Type (Av Value)

3rd most expensive claim by av value

81 claims value 34.65$m
Large Mooring Incident Claims by Tradeband

![Bar chart showing the percentage of large mooring incident claims by tradeband, with categories including tanker, bulk carrier, tug & barge, passenger, container, dry cargo, RO/RO, parcel carrier, debiting ships, and rig & supply. The chart uses red for number percentage and blue for value percentage. The tanker category has the highest percentage.]
Large Mooring Incident Claims by Cause

- Crew Error
- Equipment Failure
- Deck Officer Error
- See Brief Description
- Under Investigation
- Medical
- Pilot Error
- Shore Person Error

Number % | Value %
Causes in detail

- Hit by - Parted Ropes/Wires: 53%
- Hit by - NON Parted Ropes/Wires: 42%
- Caught up in ropes/wires: 20%
- Equipment Failure: 5%
- Slipped off/jammed on equipment: 20%
- Equipment misuse/failure: 10%
- Weather related: 10%
- Tug operation related: 13%
- Ship to Ship: 3%
- Mooring General: 58%
- Wash: 10%
Type of Injury From Mooring Incidents

- Leg: 23%
- Death: 14%
- Back: 14%
- Multiple Injury: 11%
- Head: 7%
- Arm: 7%
- Shoulder: 3%
- Knee: 3%
- Chest: 3%
- Foot: 1%
- Eye: 1%
- Thigh: 1%
- Ankle: 1%
- Wrist: 1%
- Face: 3%
- Pelvis: 2%
- Arm: 7%
- Head: 7%
- Multiple Injury: 11%
Large Mooring Incident Claims by Age of Person Injured

Experienced as well as inexperienced?
Mooring Data Collection Exercise
Sample: 94 Vessels inspected between February and June 2009
Are non deck crew used for mooring?

- Yes: 43%
- No: 57%
Less than 50% carry out annual brake tests
Most ships do not have fully non slip decks
Are heave-in/slack-out directions clearly marked on winch handles?

- Yes: 51%
- No: 49%
27% of vessels keep moorings on drum ends
27% of vessels keep moorings on drum ends
Are fairleads and rollers free and regularly greased?

Yes 96%

No 4%
22% ropes not made up to bitts correctly
Are the correct stoppers being used?

Yes 92%
No 8%
11% mooring procedures not adequate
Procedures not adequate
Procedures not adequate
Procedures not adequate
Which do you let go first?
Hands Free?
What is the condition of ropes/mooring links/wires?

- Excellent
- Good
- Satisfactory
- Below Standard
- Very Poor
Mooring Study Preliminary Findings

Sample: 94 Vessels inspected between February and June 2009

Key Issues Raised:

• 43% of vessels use non deck crew during mooring operations
  • Controls
  • Training - are non deck crew aware of risks?

• A small number of vessels admitted to only using two seafarers for mooring operations.
  • Controls
Mooring Incidents