

Port of London - River Thames



SAFETY BULLETIN No.03 of 2022

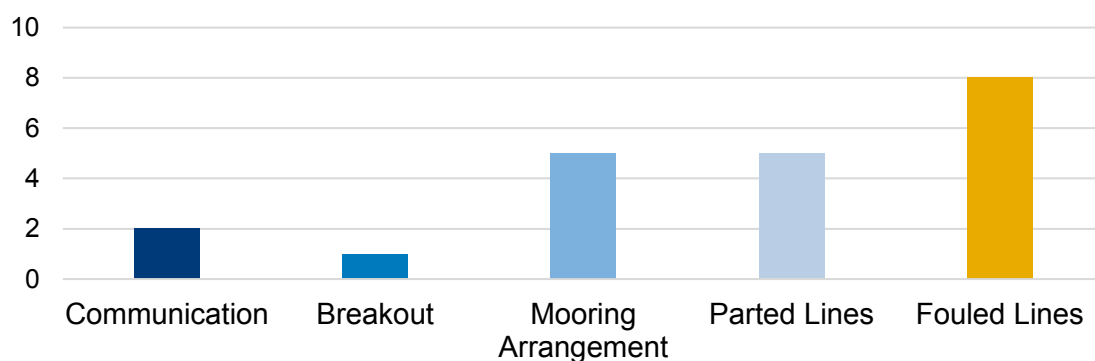
MOORING SAFETY

Mooring line incidents pose a significant risk to personnel, infrastructure, and operations in the port. In the last 12 months, we have received 21 mooring line incidents from all types of vessels and barge moorings, which range from parted & fouled lines, to communication issues resulting in incidents.

Some key points from the incidents we have investigated are:

- Communications are a vital component of safe mooring operations. It is essential that those onboard a vessel, in the mooring boats and on the berth (both fore and aft), are able to communicate promptly.
- Ensure all equipment, especially mooring lines, are maintained in good condition.
- Toolbox talks are a crucial step, not to be avoided, as those engaging in mooring operations should in detail **analyse the plan**, any potential **challenges** and what **mitigation measures** to be followed.
- A mooring line management plan can define the intervals for end-for end changes and replacement criteria for mooring lines.
- When releasing mooring lines, they should be controlled and if possible kept clear of the water to reduce the risk of fouling propeller(s). The use of messenger lines can assist the process

Breakdown of Mooring Incidents in last 12 months



Those involved in mooring operations, must be wary of becoming normalised to the risks associated with mooring operations. Always remember that the dangers associated with mooring operations are very real, regardless of your experience.

19 May 2022

Port of London Authority
London River House, Royal Pier Road,
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Lyn Kindlen-Funnell
Harbour Master

Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centres at Gravesend and Woolwich