



# Learning Event



## OPERATING A VESSEL

### HAZARD

Physical  
(object in tension/  
compression)

**Person  
in the  
Line of Fire**

### CONSEQUENCES

Actual: No harm to persons  
Potential: This could have  
caused a fatality

### WHAT ARE YOU DOING TO PREVENT LINE OF FIRE INCIDENTS ARISING FROM VESSEL MOORING ACTIVITIES?

#### What Happened?

An LPG carrier vessel was alongside a terminal preparing for a scheduled LPG loading activity. After the LPG carrier was secured, one of the aft mooring lines (aft breast line) that connected to the facility mooring hook parted. Infield Support Vessels (tugs) were used to hold the vessel against the facility fenders to prevent movement. The vessel was safely unmoored from the facility. No-one was injured. There was no damage to the LPG carrier or the terminal.



#### Why did it Happen?

The mooring line parted at a load of 23 tonnes (despite having a certified capacity of 46 tonnes) due to:

- poor condition (corrosion) of wire mooring lines provided by the LPG carrier.
- insufficient assurance of mooring gear.

#### What did they Learn?

- Ensure assurance processes are in place for mooring gear.
- Establish Line of Fire exclusion zones when conducting mooring activities.

#### IOGP Life-Saving Rules

- ✓ Be positioned to avoid moving objects.
- ✓ Establish and obey barriers and exclusion zones.



#### Ask yourself or your Crew:

- Are mooring activities conducted at your site? Are you aware of the risks involved in handling mooring equipment? Do you know the danger areas? Do you and your co-workers keep well clear?
- Do you check mooring equipment prior to use in mooring activities?
- What assurance process are in place for mooring gear? Who conducts them? When? What should be considered?

#### Further information:

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