



RIGHTSHIP

AGENDA

- Safe Mooring Practices
- Marine Pilot Transfer Arrangements

Safe Mooring Practices

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Top findings from physical inspections

32% - winch brake rendering, setting and testing

32% - mooring lines and tails condition and compliance with industry guidelines

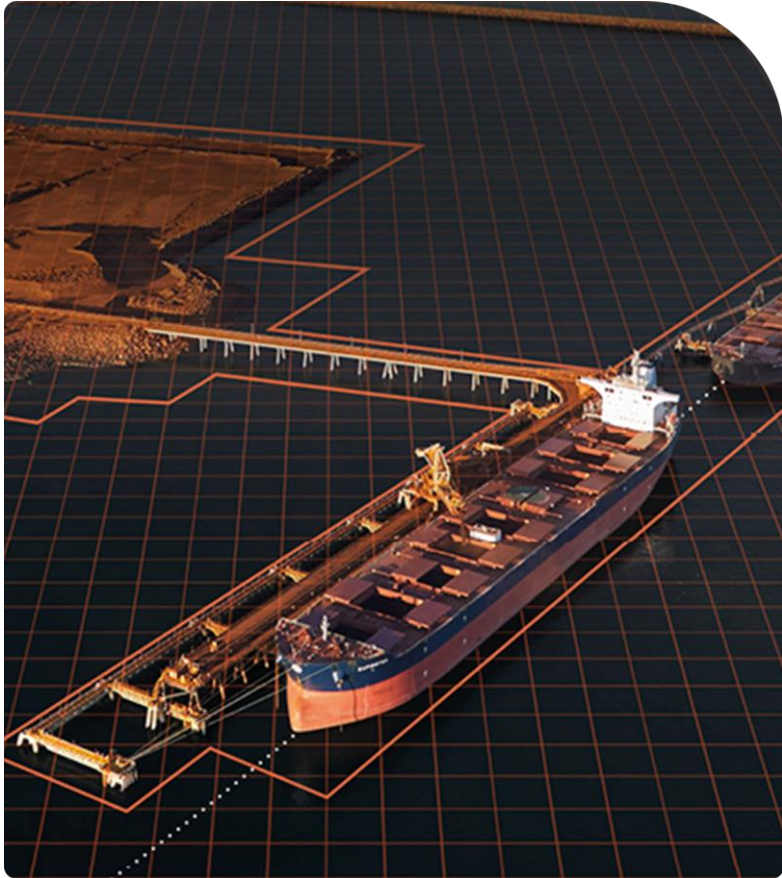
25% - line management plan

15% - mooring winch maintenance

Setting and Testing

Common findings are:

- Improper rendering test calculation
- No test kit or a lack of proper test kit on board
- Improper or no marking of rendering point



Mooring Lines and Tails



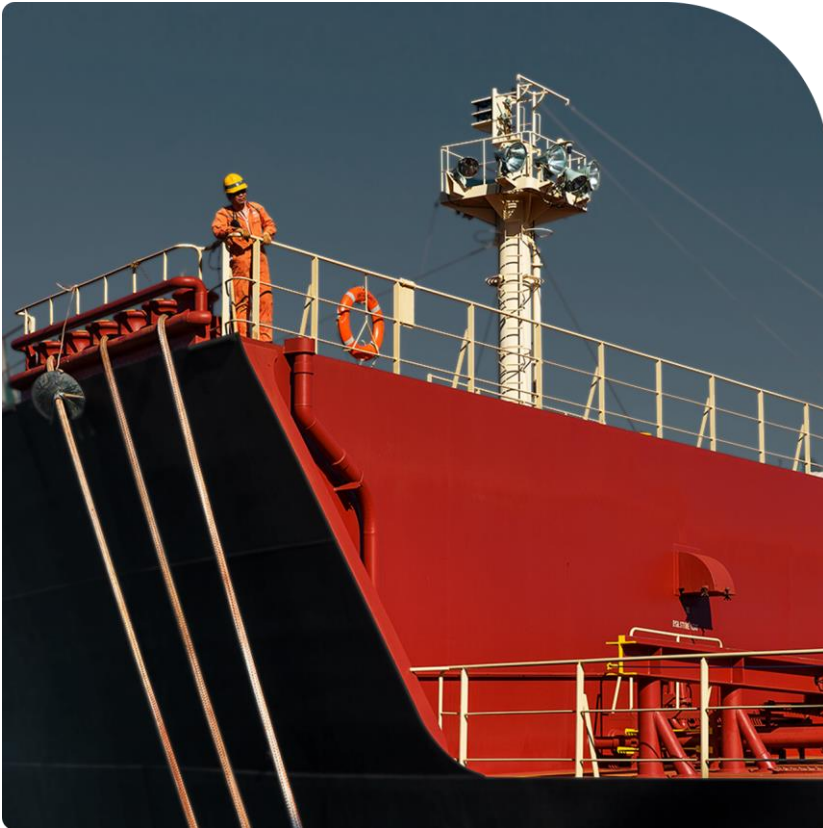
Condition and compliance with industry guidelines

Common findings are:

- Lack of adherence to industry recommendations on the range of LDBF and its specific limit, which is sometimes higher or lower than industry norms when selecting lines and tails.
- Physical damage to the mooring lines

Mooring Line Management Plan

Lack of implementation



Common findings are:

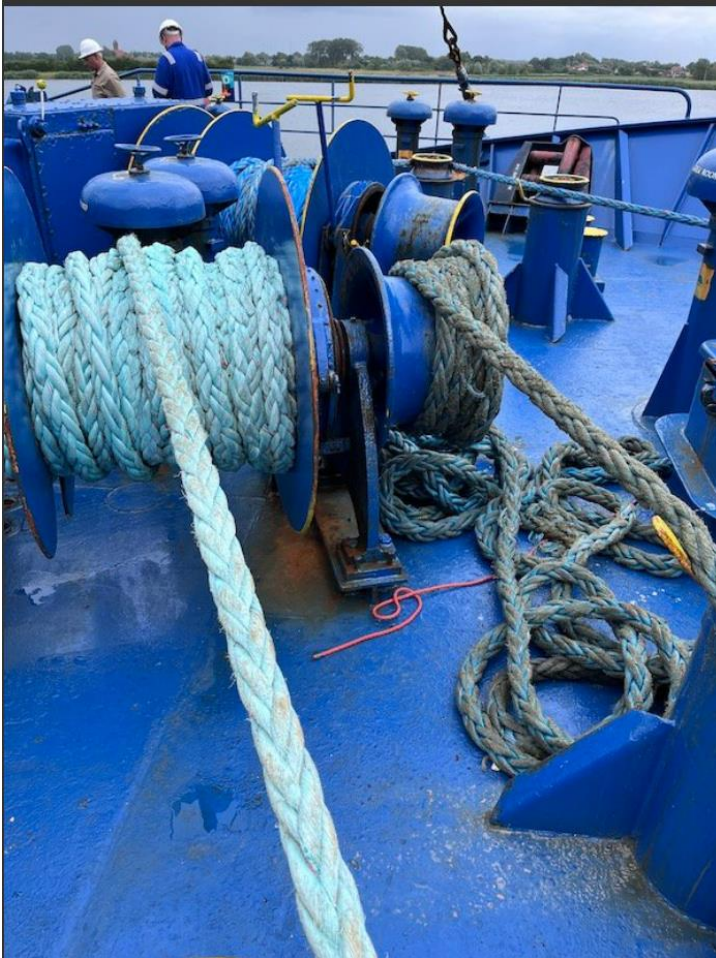
- Lack of LMP on board
- SDMBL was not included in the LMP
- Implementation of inspection, maintenance, and care of mooring lines and fittings, as well as execution of the LMP requirement or record keeping including certification



Lack of maintenance plan

Common findings are:

- Hydraulic oil leakage
- Condition of brake drums
- Brake band material worn down / thinned



Listed causes for findings from physical inspections

- Despite training, crew did not understand what strength mooring ropes they needed to order
- The MSLMP was only recently developed and was delivered on board less than a month before the inspection.
- “Winch brake testing is not required for bulk carriers”
- The vessel is certified by Flag and IACS. Failure to comply with recommendations in excess of requirements shall not exclude vessels from trading.

Marine Pilot Transfer Arrangements

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Findings from physical inspections

29% - Safe access from hatch cover to deck

15% - pilot ladders



Pilot Ladders

References used in physical inspections

- BSI Standards Publication – Ships and marine technology – Pilot ladders
BS ISO 799-2:2021
- SOLAS V/23
- Code of Safe Working Practices for Merchant Seafarers



Pilot Ladders

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Top findings from physical inspections

Common findings are:

- Proper rigging
- Maintenance of the pilot ladder
- Certification and marking



Listed Causes for Findings

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Lack of awareness of details of requirements

- Lack of knowledge
- Onboard training was not effectively carried out
- Crew negligence (listed as a root cause)





Q&A

