



## SAFETY RECOMMENDATION No: 12/2013

### **Text of Safety Recommendation:**

Evaluation of the necessity to perform a study on improving the port's morphological characteristics and facilities, to accommodate anchoring and mooring ships under bad weather conditions, taking into consideration views of the Masters of regularly visiting types of ships.

### **No of Safety Investigation Report:**

02/2013: Injury of seaman on board Ro-Pax  
"NISOS KEFALONIA".  
(See the full Report [here.](#))

### **Safety Recommendation addressed to:**

Managing Authority of the port of Argostoli  
(Municipal Port Authority of Kefallinia and  
Ithaca)

### **Date of publication:**

09/05/2014

### **Comments-Remarks:**

## **INFORMATION OF ACCIDENT**

Type of vessel: Ro-Pax closed type

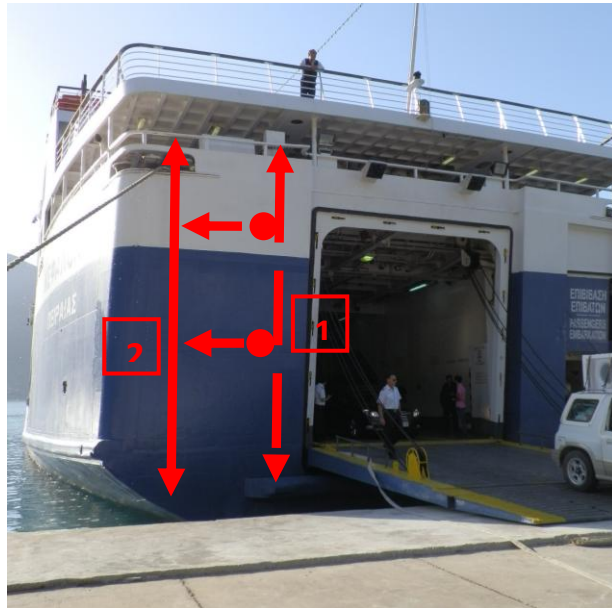
Year built: 1975

### **Injury of seaman on board Ro-Pax**

### **Course of events**

The Ro-Pax arrived at the port of Argostoli and mooring since her daily schedule was completed. During the mooring process in the area of the stern, there were three seamen, supervised by the Chief Officer of the ship. After unloading passengers and vehicles and due

to adverse weather conditions prevailing, the crew continued with the securing of the ship with ropes mainly from the bow ("springs"). One of the seamen on duty at the stern of the ship was asked to move the rope of suspension of a rubber pad («fender») which protects the left aft girde of the ship against contact with the pier. In his effort, the seaman was injured on his left thumb, and was directly transferred to the local hospital where he received medical treatment and hospitalization.



**Picture 1:** The initial (position 1) and final position (position 2) of the suspension of the rubber pad.

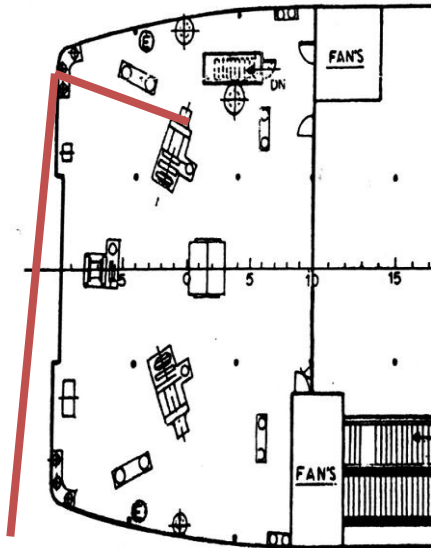
### **Extent of damage**

The injury of the seaman.

### **Probable cause**

Before the mooring of ship, risk assessment process according to Safety Management Code (ISM Code - Chapter IX SOLAS 74) was not carried out, in order to detect any risk factors under the prevailing adverse weather conditions and develop any appropriate measures for safe mooring of the ship as well as any additional measures to protect personnel. It is noted that the powerful lateral winds with blasts of very powerful force created dynamically alterable tensions to the mooring ropes, resulting in the light traverse locomotion of the ship and causing small locomotion of ropes in the fairlead rollers from which they passed.

In addition, the morphology of the port did not ensure sufficient protection for moored ships when adverse weather conditions prevailed due to the large surface of exposure of the vessels to the strong winds from south directions, which created large torques. Also, the depth of the port is not sufficient to ensure the approach of ships and the laying of anchors, so the securing of the ship was achieved with use of additional ropes from the bow (springs).



**Picture 2:** Layout scheme of the aft mooring deck with the additional rope that was placed to hold the stern against the influence of the southern wind



**Picture 3:** View of the left aft mooring deck space. Marked (circled in red color) the fairlead rollers through which the stern ropes passed which was the point where the seaman got injured.

In the examined marine accident, the aforementioned factors were not adequately evaluated; as a result the action of the seaman to get his hand between the rope and the roller in order to hold the suspension line of rubber pad, led to his injury.

### **Lessons to be learned**

Evaluation, from the managing authorities of the ports, of the necessity to perform a study on improving the port's morphological characteristics and facilities, to accommodate anchoring and mooring ships under bad weather conditions, taking into consideration views of the Masters of regularly visiting types of ships.