

## **NOTICE TO AGENTS, SHIP AND BERTH OPERATORS**

### **NASBO No: 15 of 2022 – Issued 23.06.2022**

#### **Incidents Involving Mooring Line Failure**

Incident reporting statistics have shown that the frequency of near misses involving the parting/failure of ship's mooring lines has increased over the last 2 years. In 2022 we have already reported 3 occurrences of mooring rope failure which, fortunately, have not resulted in injury to either mooring party or ship's crew. Attention is drawn to the following which has been taken from the relevant MGN.

#### *MGN 592 (M+F) Mooring, towing or hauling equipment on all vessels*

##### *3. Repair and maintenance*

*3.1 Owners, operators, masters and skippers should ensure that all mooring, towing and hauling equipment, including ropes and warps are covered by a regular maintenance programme. Equipment should be regularly inspected for wear, damage, deflection and corrosion. A programme of maintenance and inspection may help to prevent such failures or alternatively identify potential failure at an early stage such that repair is a relatively simple matter rather than a major task.*

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/855790/MGN592.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/855790/MGN592.pdf)

All agents, owners and operators should be aware that Peel Ports may refuse to berth a vessel if the mooring ropes in use are deemed unfit for safe mooring or if they potentially pose a risk to mooring operatives. Refusal to berth a ship based on mooring line safety will result in delays and additional costs.

Marine Operations Department  
Peel Ports London Medway

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