

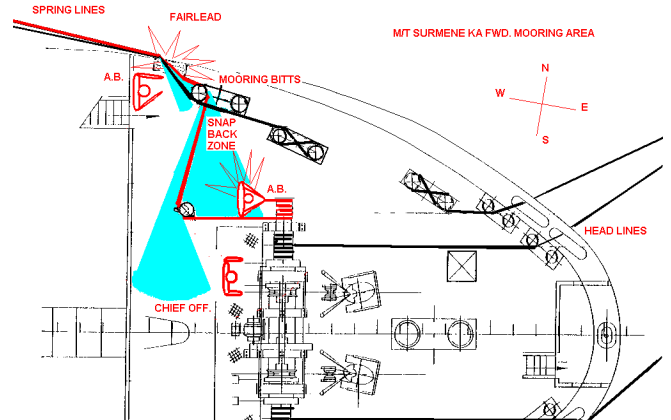


**Date of Incident: 10.03.2009**  
**Reporting Date: 10.03.2009**  
**Ref. No: 01/2009**  
**Name of the Vessel: M/T SURMENE KA**

**NEAR MISS ACCIDENT  
 (LEFT FEMORIS MUSCLE  
 INJURY) IZMIT PORT**

**WHAT HAPPENED?**

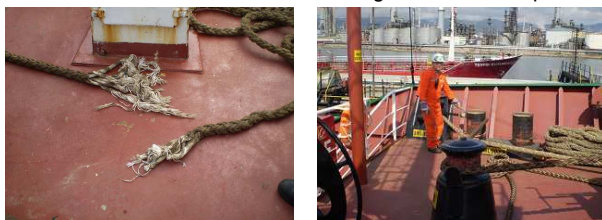
In order to take in the slack of the ropes that had been slacken with the impact of freshened westerly wind (5-6 in beaufort scale) and of loading at the quay Faz 1D of Tupras, on 10.03.2009 at 17:50, the Chief Officer and two A/Bs had come to the forward mooring area. Taking in the slack of one of the spring lines had been initiated after it had been taken onto a mooring winch drum. The A/B X was holding the rope on the drum. The rope had been tightened to use a stopper. This very moment (18:00), the vessel had moved forward due to the strong wind blowing from the back of the vessel. Precisely through the spring fairlead, spring line was parted and hit X's left leg right on the femoris area.



Owing to the severe wind, at 19:55, loading was halted and the hose was removed. On 11.03.2009 at 06:30 the hose was reattached and loading was resumed.



The Chief Officer immediately laid him on his back and put him in a stable position. In the first visual controls, there was not seen any bleeding or fractured body part. Then, an ambulance was called in from the terminal. At 18:15, the A/B was taken to the Derince State Hospital with the accompaniment of the Second Officer. At 18:40, his medical examination was carried out and he was diagnosed with left femoris muscle injury. His condition was monitored for the next 1,5 hour and then he was discharged from the hospital.



**WHAT WENT WELL**

- The other A/B who was waiting to use the stopper was not in the range of snap back zone.
- Terminal managed to allocate an ambulance in a quarter of an hour.
- Upon examination of the rope as a whole, no weakened, worn, or damaged part was seen.
- Personnel protective harness/equipments were fully in use.

**WHAT WENT WRONG**

- Frequency of coils of the ropes that had been slacken due to loading should have been shorter at times when strong wind was blowing.
- While the vessel was berthing, a single rope should not have been left tight.
- The A/B who was in command of the broken/parted rope could have been warned by the Chief Officer as he stepped in the snap back zone.

# TRANS KA Safety Alert Bulletin



## LESSONS LEARNED:

- At particular times when there is strong wind, ropes/wires should be checked more often.
- All tension should never be loaded onto a single rope/wire, there must be at least 2 ropes/wires on which the tension is burdened.
- When possible, breast lines must definitely be used.
- As well as cleanliness and tidiness of the maneuvering area, snap back zone must also be marked and painted in order to attract the personnel's attention.
- For that purpose, below guiding pictures must be used.

