

Port of London - River Thames

SAFETY BULLETIN No.2 of 2019



MOORING OPERATIONS



Following a recent incident at Westminster Pier a member of the crew slipped during the mooring operation and trapped their lower leg between the vessel and pier fendering. Whilst this incident did not result in a serious injury, the potential consequences could have been life changing.

Earlier in the year there were two separate incidents during mooring operations where crew members entered the water.

Crews and operators are reminded of the safety precautions that should be taken during mooring operations and it is important that all crew are wearing appropriate safety equipment to ensure their safety whilst working in the Port of London.

The Maritime and Coastguard Agency's (MCA) Code of Safe [Working Practices for Merchant Seaman](#), recommends that operators consider the hazards within their operation and appropriate Personal Protective Equipment (PPE) is used.

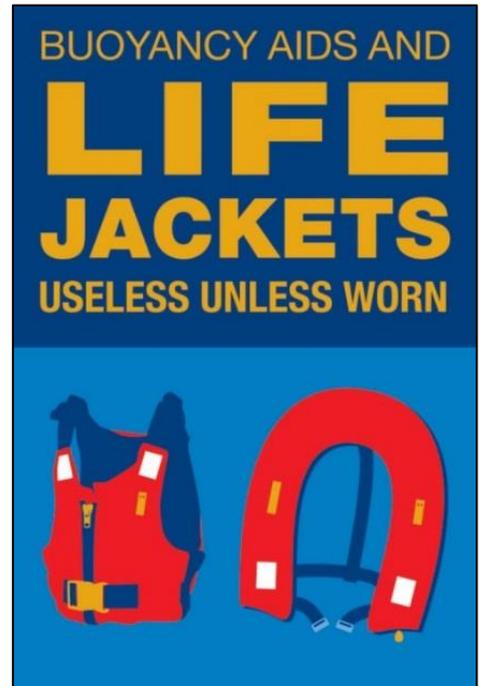
This is reiterated in the [Passenger Vessel Operations Code of Practice for the Tidal Thames](#), which advises that: *“crew should be well turned-out in a uniform with suitable footwear – and life jacket when appropriate”*.

Mariners are reminded that:

- Non-slip footwear should always be worn and in good condition.
- A lifejacket should be correctly fitted, inspected at regular intervals, adjusted correctly and if a crotch-strap is fitted, it is worn
- Use of handheld devices, such as mobile phones or tablets is prohibited whilst mooring operations are undertaken
- Crew should be fully aware of their surroundings
- Sufficient time is given to conducting mooring operations, to ensure that they are achieved safely

We hope that this is a timely reminder of the importance of safety standards aboard all vessels navigating within the tidal Thames and the potential risks during mooring operations. Further safety precautions should be complied with such as; using hand rails when transiting along the outside of vessels, use of gangways, compliance with codes of practice and following companies operating procedures.

Please remember to report any unsafe conditions and near miss incidents to pier operators and/or the PLA.



24 July 2019

Port of London Authority
London River House, Royal Pier Road,
Gravesend, Kent DA12 2BG

BOB BAKER
CHIEF HARBOUR MASTER



Telephone calls, VHF radio traffic, CCTV and radar traffic images may be recorded in the VTS Centres at Gravesend and Woolwich

