

1 Purpose

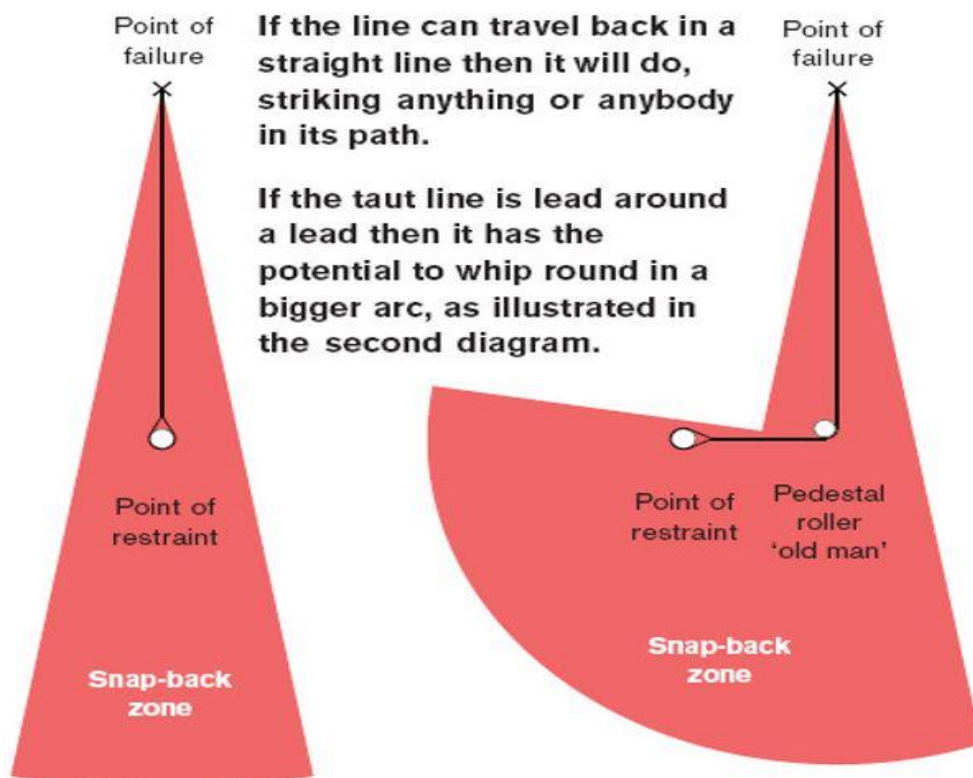
To Provide guidance on the definition of a snapback zone, what constitutes a snapback zone, factors effecting the likelihood of occurrence and control measures.

2 Scope

To provide safety information to both Internal and External Stakeholders on Snap Backs and Snapback zones, factors influencing a snap back zone and measures to reduce the risk profile.

3 Definitions

Snap-back is defined as the sudden release of static energy stored in the taut line when it breaks. This release of the kinetic energy causes the mooring line to “snap back” and travel in a path from the point of failure to the point of restraint. As a general rule, any point within about a 10 degree cone around the line from any point at which the line may break is in danger. A broken line will snap-back beyond the point at which it is secured, possibly to a distance almost as far as its own length.



4 Likelihood

There are a few factors that can slightly increase the likelihood of a snap back occurring once a vessel is alongside and all fast. They are as follows;

- Extreme weather events
- Vessel interaction
- Mooring line monitoring by ships personnel
- Quality of the mooring lines
- Mooring configuration and number of lines in use

5 Controls

Flinders Port Holdings have procedures to mitigate the risk of extreme weather events. Operational shutdowns in extreme weather, therefore Stevedores and Providedores will not be providing services to a vessel under these conditions.

Flinders Ports have procedures in place for the safe passage of vessels whilst transiting the port limits. All commercial vessel traffic is guided by qualified Vessel Traffic Service personnel and Pilots as well as Port Rules governing vessel speed and behaviour. This greatly reduces the risk posed by vessel interaction.

Ships visiting our ports have inspection regimes and mooring rope certification process to ensure that quality and integrity of the lines.

Marine Services Team (MST) personnel monitor the quality of ships lines during their service delivery and report any mooring lines that appear compromised through the Flinders Port Holdings Safety Management System (SMS).

The Marine Pilots and MST personnel detail the mooring configuration of the vessel prior to the vessel coming alongside to which best suits the vessel dimensions to mitigate the risk of a snap back occurring.

During the mooring process the likelihood of a snap back occurring does not change. In that case no persons should be in the operational mooring area, that has not been through the mooring competency process.

When a vessel is safely moored alongside with all lines fast, the likelihood of a line parting and therefore creating a snap back incident is rare. Pilots use the tugs to stabilise the vessel's movements, which greatly reduces any inadvertent movement of the vessel, placing additional stress on the mooring lines.

Pilots dismiss the tugs only once the forward and aft mooring personnel confirm that they have completed mooring operations and are well clear of the snapback zone.

6 Recommendations

During the mooring of vessel only trained and competent Marine Services Personnel are permitted to operate in the vicinity of Snapback zones. Where possible all workers, contractors or visitors should avoid entering potential Snapback Zones, however when a vessel is all fast, and therefore the likelihood of a Snapback is rare, extreme caution may be exercised to traverse a potential Snapback zone.