Fishing Gear Awareness



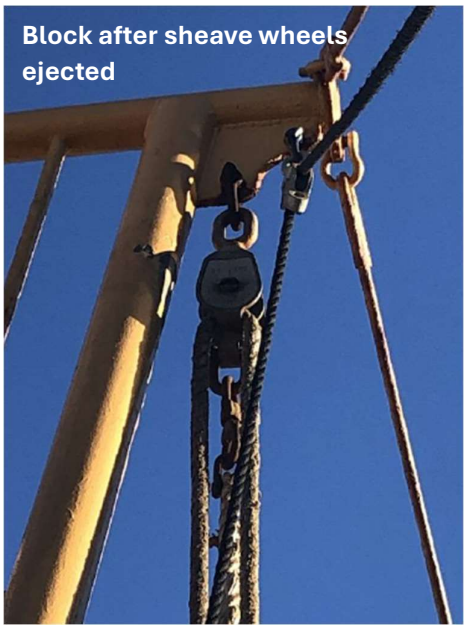
Type of block involved in the 'Silver Viking' casualty

Split pins should be regularly inspected to be secure

Following the published casualty report from the fishing vessel 'Silver Viking' (available on the IOMSR website), the following was recommended to be brought to the attention of the industry.

All vessel's lifting gear should be maintained in line with manufacture's guidelines and instructions. Many items of loose gear may not have any guidelines, instructions or requirements and should be inspected at frequent intervals.

It is strongly recommended that LOLER regulations and guidance notes are followed until they are brought into reference within the Isle of Man's fishing vessel codes as a mandatory requirement. LOLER regulations are produced by the UK and free to access online. Examples of the MCA MGNs containing the most relevant LOLER regulations are shown on the next page.


Block after sheave wheels ejected

MGN619 (F) also has some useful annexes which contain the frequencies for equipment maintenance and there are tables which can be used for record keeping.

A summary of the LOLER requirements for lifting equipment is as follows:

- regular examinations by a competent person. Such examinations should be carried out as required by the regulations but in any event at least once annually.
- lifting equipment should be examined before its first use and operation, and regularly throughout its service life.
- The recommended frequency for all lifting equipment is at least every 6 months, with periodic inspections monthly.
- All lifting operations involving lifting equipment must be properly planned by a competent person, appropriately supervised and carried out in a safe manner.

The majority of injuries to crew involving lifting equipment occur as a result of persons being struck, crushed or caught in moving parts and equipment. The cause is often attributed to incorrect practices or to errors of judgement. Other types of serious accident are caused by the failure of lifting equipment or single point failures of equipment. Corrosion (amplified in marine environment), metal fatigue, inappropriate repairs or modifications and poor maintenance can all contribute to reduced safety margins. Appropriate personal protective equipment should also be worn such as hard hats when dangers exist above head height and safety harnesses when working aloft.


Ejected sheave wheels caused injury

Due to failure in securing split pin

The IOMSR would also like to reiterate that it is already a requirement for risk assessments to be conducted as detailed in the Fishing Vessel Codes and further guidance can be found in the MCA's Code of Safe Working practice.

Maritime & Coastguard Agency

MARINE GUIDANCE NOTE

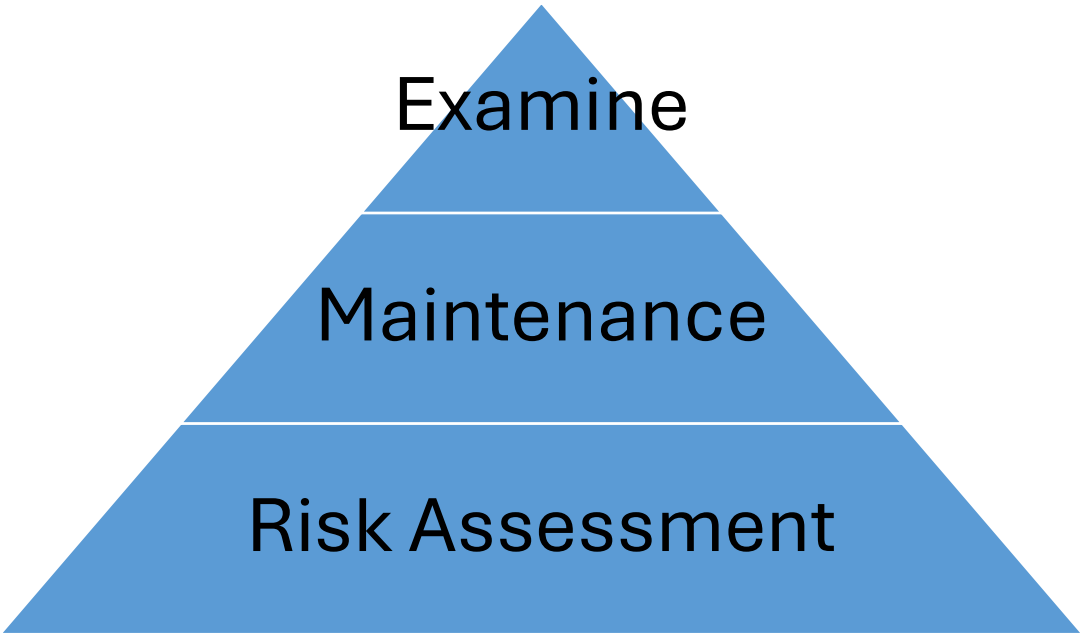
MGN 332 (M+F) Amendment 1

MGN 619 (F) Amendment 2 The application of the lifting operations and lifting equipment regulations 2006 (LOLER) and provision and use of work equipment regulations 2006 (PUWER) to fishing vessels.

Guidance

MGN 332 (M+F) Amendment 3: The merchant shipping and fishing vessels (lifting operations and lifting equipment) regulations 2006

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The Isle of Man's Code of Practice for the safety of small fishing vessels requires:

The vessel's owner must complete, or arrange completion of, an assessment of the health and safety risks arising in the normal course of work activities or duties on the vessel. Employers are required to make a suitable and sufficient assessment of the risks to the health and safety of workers arising in the normal course of their activities or duties. A risk assessment is intended to be a careful examination of what, in the nature of operations could cause harm, so that decisions can be made as to whether enough precautions have been taken or whether more should be done.