



## EARLY SAFETY ALERT No: 01/2018

### Non Authentic Test Certificate for mooring rope

HBMCI **raises awareness** to the ships' Managing Companies as well as to all other interested parties, in order to recognize the attached to this alert document (Figure 2) as Non-authentic and therefore not to consider the data contained in it as true.

Moreover, HBMCI **strongly recommends** to all parties related to the supply and survey process of marine equipment, and especially of critical safety equipment components, **to verify the authenticity of documentation** certifying the characteristics of such equipment, **by communicating directly with the issuing organization written on them.**

<b>Accident by which this Safety Early Alert was induced:</b>	Parting of a ship's mooring line and death of one crew member.
<b>Safety Early Alert addressed to:</b>	All parties related to the supply and survey process of marine equipment.
<b>Date of publication:</b>	17/07/2018

### **Narrative and factual information of the casualty and analysis of contributing factors and conclusions that the Safety Early Alert is addressing:**

This Early Safety Alert raises awareness of a potentially dangerous circumstance involving ships' mooring lines for which no Certification relevant to their required Minimum Breaking Load is available.

During the safety investigation of a marine casualty by the Hellenic Bureau for Marine Casualties Investigation – HBMCI according to the provisions of Law 4033/2011 (Official Gazette A' 264) which incorporated Directive 2009/18/EC, the following data emerged.

During the casualty, a mooring line of a ship parted. The breakage areas on both of the parts after the casualty are displayed in Figure no 1.

The abovementioned mooring line had been received by its supplier accompanied by the document entitled as "Test Certificate", displayed in Figure 2. However, during the ongoing investigation procedure it emerged that said document had not been issued by the issuing organization indicated upon it (Classification Society DNV-GL). Therefore, the document presented as the "Test Certificate" of the mooring line used during the investigated marine casualty was not authentic, resulting to the lack of available evidence for the verification of the mooring line's characteristics and specifications.

In addition to the above, the parted mooring line was not permanently marked in order its positive identification to be feasible.

Reviewing the above, HBMCI **raises awareness** to the ships' Managing Companies as well as to all other interested parties, in order to recognize the attached to this alert document (Figure no 2) as Non-authentic and therefore not to consider the data contained in it as true and notify the competent Authorities.

Moreover, HBMCI **strongly recommends** to all parties related to the supply and survey process of marine equipment, and especially of critical safety equipment components, **to verify the authenticity of documentation** certifying the characteristics of such equipment, **by communicating directly with the issuing organization written on them.**



**Figure no 1:** Both parts of the mooring line after its breakage.

At the following page (Figure no 2) the **Non-authentic** document issued for the parted mooring line is displayed.

**Test Certificate**

This is to certify that, at the request of BUYER, the undersigned Surveyor to this society attended their Approved works, on 26.11.2014 for the purpose of inspection of the below mentoined items.

GLIS order No. : 0860-13-11028-403  
 Place of inspection : At Bosiar, Maharashtra.  
 Materials / Items : 12 – STRAND “MARINA MAXI”, U.V.STABILIZED HIGH GRADE SYNTHETIC COMPOUND WITH POLYESTER AND POLYPROPYLENE WHITE COLOUR (6 – FEET CANVAS COVERED AND FIV TUCKS WITH COMPLIANCE TO OCIMFSTANDARD EYES SPLICE AT BOTH ENDS)

**Items Inspected:**

Size (Dia.)	No. of Coils	Coil Bale No	Length (as confirmed by manufacturer)	Minimum required Breaking Strength (In Kgf)	Breaking strength of samples (In Kgf)
52 MM	01	227	220 Mtrs	59553	60250

**Inspection /**

**Verification Performed:** Selection of random samples, Witnessing Breaking Load Testing. ( Testing performed as per BS EN ISO 2307:2010 & BS EN ISO 1346 )

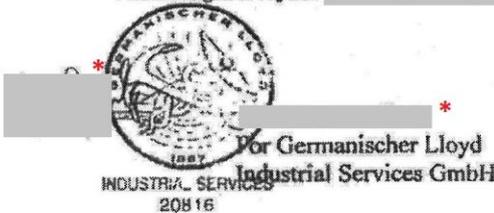
**Identification :** By Name of the Client / Item / Bale No. / Size – DIA MM / Length and has been hard Stamped on Lead seal As “GL”.

**Results :** The test gave no reason for objection, it is confirmed that the ropes comply with the Minimum Guaranteed breaking strength requirement of BUYER.

**Note :** Testing performed as per BS EN ISO 2307:2010 & BS EN ISO 1346. Certificate issued based on test results of randomly drawn sample no. 221 from Coil Bale no. 225 TO 234.

The inspection performed and vertificate issued without prejudice to whomsoever it may concern.

Attending Surveyor: [Redacted] \*



Date  
02.12.2014

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Germanischer Lloyd Industrial Services GmbH trade license trading as DNV GL  
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**Figure no 2:** The non-authentic document presented along with the parted mooring line.

\*: The personal data (names and signatures) of the representatives of the organization indicated as the issuing organization of the document have been covered, according to the provisions of the General Data Protection Regulation.