



NORWEGIAN HULL CLUB

# Casualty Information

No. 98 – December 2017

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Norwegian Hull Club wishes to emphasize increased safety onboard with a focus on **welfare, the environment, assets** and the distribution of **useful experience**. In this letter, we focus on **the potential risks involved in a lay-up of mobile offshore units and vessels**.

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*The picture is for illustration only and taken on a Norwegian Hull Club lay-up survey. The vessel is not related to any of the cases.*

## Dear Client,

As December is already upon us and we are moving into the season of winter storms in the North Atlantic, we would like to take the opportunity to share with you some of the recent experiences concerning casualties in particular related to offshore units and vessels in lay-up.

During the past year there have been many situations where the mooring lines and anchor chain arrangements of laid up vessels and MOUs were subject to extensive forces. Despite efforts to ensure adequate measures had been taken to secure moorings, Mother Nature force still proved to be brutal and excessive. As a result, we have experienced three cases where units fully or partially broke loose which resulted in damage.

### Case 1:

In November 2017, during a period of severe heavy weather, a Semi-Submersible Rig broke its moorings and wire ropes and started to drift from its laid-up position in Greece. The rig came into contact with the dock and nearby boats damaging them. Two boats were considered CTLs following the incident, but no pollution was reported.

### Case 2:

In December 2016, an FPSO broke free from 6 out of a total of 9 chains that were securing the vessel at its lay-up position in Norway. The 6 chains that broke were all connected to the shore with only the 3 chains deployed with anchors holding the vessel in position. The vessel needed tug assistance to avoid drifting before new mooring lines could be put in place.

### Case 3:

In January 2017, an offshore vessel broke loose from its mooring lines whilst being fitted out at a shipyard in Norway. Two tugs had to be called in for assistance to support the vessel. The vessel sustained damage and needed tug assistance back to berth.

In light of these incidents, we would like to take the opportunity to remind our clients of the best practices as referred to in the [CEFOR guidance for Lay-up of MOUs related to the insurance contract](#). Furthermore, we would like to draw your attention to the findings included in the attached checklist.

Considering these recent situations, we encourage your best efforts to prevent undesired incidents during lay-up periods.

From the guidance, we would like to highlight the importance of considering mooring and stability issues:

1. Evaluation of lay-up location (sheltered from heavy wind, currents and swells)
  - Weather forecasts, monitoring/statistics
    - Natural hazards
2. Third-party approval of location and mooring arrangements:
  - Seabed analysis if applicable (jack-up rigs)
  - Considerations with respect to minimum distance to separately laid up units, anchored vessels or shore
  - Mooring watch/mooring integrity (including the importance of changing stress positions before and after periods of heavy weather)
  - Emergency operations of mooring winches
3. Ballasting considerations

*Norwegian Hull Club wishes you all fair winds and following seas.*