

Marine

Anchor Handling and Mooring - Barrier verification

BA-MAR-005

Purpose: Completed before and during anchor handling or mooring operations, where the loads and the failure consequences are among the highest on any offshore deck.

Frequency: Before anchor handling or mooring operations, and weekly during them | **Applies to:** Marine | **Response set:** Yes / Partial / No / N/A, with a note and evidence against each item

Basis: publicly available industry guidance, principally IMCA and IOGP. This framework does not replace the diving contractor's safety management system, the client's own risk assessment, or applicable national legislation. | **Complete online at** barrierassurance.com

#	Question	Guidance and reference	Y / P / N / NA
1	Is the anchor handling or mooring procedure approved, vessel-specific and on board?	Generic procedures do not survive contact with a real deck layout. Confirm it matches this vessel. Ref: IMCA M220; IMCA M187	
2	Have the design loads been confirmed as within the capability of the vessel, winch and deck equipment?	Check bollard pull, winch brake capacity and deck fittings against the calculated loads. Ref: IMCA M187; class and manufacturer limits	
3	Are wires, chains, shackles and connectors certified, inspected and within their period?	Match the certificate to the item marking. Mixed and undocumented rigging on an anchor deck is a common finding. Ref: IMCA M194; IMCA M179	
4	Has the deck been cleared of non-essential personnel, and are the danger zones marked and understood?	The snap-back and sweep areas. Ask the crew to point them out rather than reading the plan. Ref: IMCA M187; IOGP line of fire guidance	
5	Are communications between the bridge, winch operator and deck confirmed working before each operation?	Test them at the start of each operation, not once per campaign. Ref: IMCA M205	
6	Is the stability condition appropriate, with the effect of anchor loads on the vessel understood?	Anchor handling has capsized vessels. Confirm the loading condition and the roll-back scenario have been considered. Ref: IMO SOLAS; class stability booklet	
7	Are weather and current limits defined for the operation and being monitored?	Confirm who stops the job and at what number. Ref: IMCA M220	
8	Have emergency procedures for a fouled or snagged wire been briefed?	Including who cuts, with what, and from where. Ref: IMCA M187; IMCA M226	
9	Are mooring arrangements alongside managed safely where the vessel is in port or at a facility?	Snap-back zones and line tending apply alongside as well as offshore. Ref: IMCA M214 (mooring practice safety guidance alongside)	
10	Has the interface with any nearby structure, pipeline or subsea asset been assessed?	Anchor patterns over live infrastructure need a documented assessment and an agreed exclusion. Ref: IMCA M125; IMCA M253	