



# 香港商船資訊

## HONG KONG MERCHANT SHIPPING INFORMATION NOTE

### Fatal Accident During Hatch Closing Operation

*To : Shipowners, Ship Managers, Ship Operators, Masters, Officers and Crews*

#### *Summary*

A fatal accident occurred on board a Hong Kong registered ship during hatch closing operation. In the accident, the Bosun was crushed to death by foldable hatch covers. The investigation revealed that the cause of the accident was due to the lack of safety awareness of the crewmembers. This Note draws the attention of the shore management and shipboard staff to observe the safety procedures for hatch covers operations.

#### **The Incident**

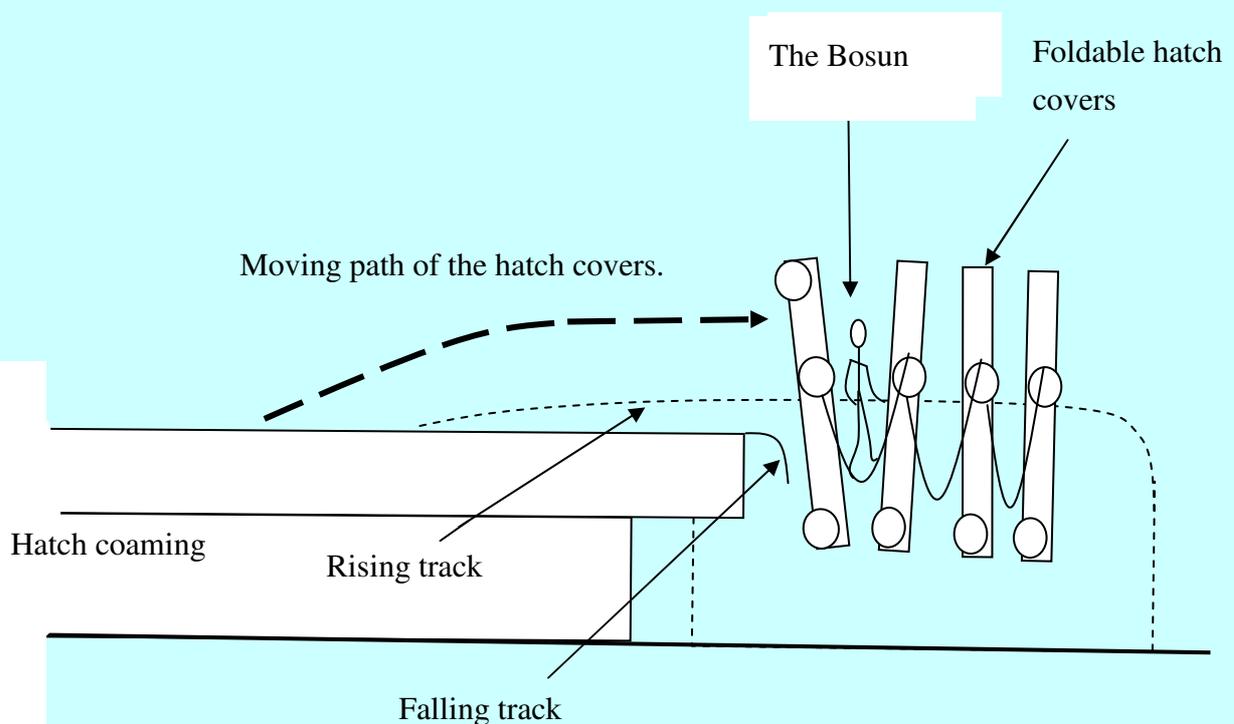
1. On 21 January 2005, a Hong Kong registered ship berthing at the port of Suao, Taiwan for loading had to suspend cargo work at 1600 hours due to raining. The crewmembers were trying to close the hatch covers of No. 2 hatch. At the time of the incident, the ship had 2 m trim by stern. After the rear part of the hatch opening had been closed, the Bosun stood on the top of the hatch covers to give signals to the winch operator to close the forward part of the hatch. While doing so, the hatch pontoons on which the Bosun was standing started to slide backwards. The hatch covers were moving fast and as a result the Bosun was trapped and crushed between the foldable hatch covers (see fig. 1). The Bosun sustained multiple injuries and died in the hospital.

2. The cause of the accident was due to the Bosun standing on the hatch covers which had not been secured properly. The investigation has also revealed that the crewmembers did not adhere to the following safety procedures for hatch covers operations

- Safety pins or wire ropes should be used to secure the hatch covers;
- Crewmembers should take into account the trimming effects while operating the hatch covers; and
- No crewmember should be allowed to station on unsecured hatch covers.

## Lessons Learnt

3. It is a poor working practice to stand on the hatch covers for signaling. Unsecured hatch covers are free to move, especially in trimming condition.
4. Crewmembers should adhere to safety procedures for hatch covers operations at all times.
5. The attention of shipowners, ship managers, ship operators, master and officers is drawn to the lessons learnt above.



**Fig. 1: The Bosun was crushed between the foldable hatch covers**