



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Safety at work onboard inside cargo holds

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

Summary

A fatal accident happened onboard a Hong Kong registered cargo ship while alongside a berth in Pyongtaek, Republic of Korea. A seaman went into an inadequately illuminated cargo hold alone at night for work. He fell from the tween deck onto the tank top below and suffered fatal injury. This Note draws the attention of ship masters and officers onboard ships the need to observe all necessary safety precautionary measures when crewmembers are required to work inside cargo holds.

The Incident

1. At about 0200 hours, after completing discharge of cargo at berth in Pyongtaek, Republic of Korea, the Bosun led the crew members to close hatch covers and secure cargo cranes to prepare for sailing.
2. When the vessel was about to depart at 0300 hours, an Able Seaman, who had assisted in closing hatch covers, was found missing. Later, he was found lying with serious injury on the tank top inside the No.2 cargo hold. The Able Seaman was transferred to a local hospital and certified dead on arrival.
3. It appeared that the Able Seaman was unaware of the last minute change of Bosun's work order and entered into the No.2 cargo hold alone to prepare closing the pontoon hatch covers on the tween deck. The cargo hold was not well illuminated and he might have lost his balance and fallen from the tween deck down to the lower hold.

Lessons Learnt

4. The lessons learnt from this accident are:
 - a) crew members should not enter into cargo holds alone without the knowledge of the person in charge;
 - b) company safety instructions (e.g. precautionary measures and protection to prevent crew falling when working aloft) for entering into and working inside cargo holds should be strictly followed at all times; and
 - c) effective monitoring and communication arrangements should be established between the person in charge and those working inside cargo hold.

5. The attention of shipowners, ship managers, ship masters and officers is drawn to the lessons learnt above.

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