



Report of Investigation
into the Fatal Accident of a
Crewmember Onboard HKR
Feng Sheng
on 6 February 2006



The Hong Kong Special Administrative Region
Marine Department
Marine Accident Investigation Section

Purpose of Investigation

This incident is investigated, and published in accordance with the IMO Code for the Investigation of Marine Casualties and Incidents promulgated under IMO Assembly Resolution A.849(20). The purpose of this investigation conducted by the Marine Accident Investigation and Shipping Security Policy Branch (MAISSPB) of Marine Department is to determine the circumstances and the causes of the incident with the aim of improving the safety of life at sea and avoiding similar incidents in future.

The conclusions drawn in this report aim to identify the different factors contributing to the incident. They are not intended to apportion blame or liability towards any particular organization or individual except so far as necessary to achieve the said purpose.

The MAISSPB has no involvement in any prosecution or disciplinary action that may be taken by the Marine Department or others resulting from this accident.

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1. **Summary**

- 1.1 At about 2010 on 6 February 2006, while the Hong Kong registered ship *Feng Sheng* was at anchor and loading log cargo at the port of Matong in Papua New Guinea, the Bosun who was assisting the Chief Officer in supervising the stevedores fell overboard into the water. He was sent to the hospital for medical treatment and later certified dead there.
- 1.2 The cause of the accident was due to the failure of the Bosun to take necessary personal safety precautions by putting on proper lifejacket and studded shoes when working deck log cargo.

2. Description of the Vessel

2.1 *Feng Sheng*

Port of Registry	:	Hong Kong
IMO No.	:	7801506
Call Sign	:	VRXA6
Type	:	General Cargo Ship
Length Overall	:	119.77 metres
Breadth	:	18.60 metres
Gross Tonnage:	:	5,825
Classification Society	:	China Classification Society
Year of Built	:	1978
Propulsion Power	:	Diesel, Pielstick 12PC2-2V-400 3,125 kW



Figure 1 – Photograph of *Feng Sheng*

Feng Sheng is a general cargo ship with two cargo holds. Each hold is served by two derricks with a safe working load (SWL) of 22 tonnes.

3. Sources of Evidence

- 3.1 The Master of the Vessel;
- 3.2 The Chief Officer and Crews of the Vessel;
- 3.3 The ship management company of the Vessel;
- 3.4 Accident report submitted by the Master of the Vessel;
- 3.5 The ship's file in the Hong Kong Register.

4. Outline of Events

- 4.1 The Vessel departed from Zhang Jia Gang of China on 18 January 2006 and arrived at Matong Port of Papua New Guinea on 1 February 2006 for loading deck log cargo.
- 4.2 At 2000 on 6 February 2006, loading of deck log cargo at No. 2 hold was completed. 3 crew members including the Chief Officer, the Bosun and a sailor were supervising the stevedores who operated the derrick to do the trimming of the deck cargo. The above crew members were standing on the deck log cargo at the starboard side of the Vessel adjacent to the masthouse (Figure 2).

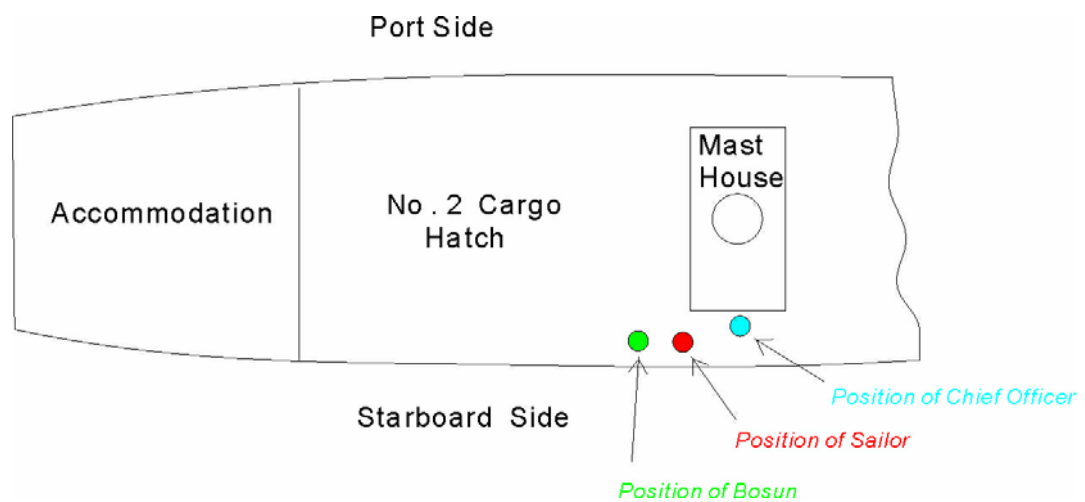


Figure 2 – Diagram showing the positions of the Chief Officer, Bosun and Sailor

- 4.3 At about 2010 when a log was lifted by the derrick, both the Bosun and the sailor who were standing nearby slipped and fell overboard into the sea when they tried to dodge the swinging log. The sailor swam to a tug which had berthed alongside the berth in front of *Feng Sheng* and was recovered by the tug's crew. He suffered minor injury.
- 4.4 The Bosun was found submerging beneath the water after swimming for a few steps. A sailor on board the tug jumped into the water and dragged the Bosun to the tug with a rope. At 2018, the Bosun was recovered on the tug and emergency medical treatment was rendered.

- 4.5 At 2100 the Bosun was sent ashore to the Matong Health Centre for medical treatment and at 2130 he was certified dead by the doctor. The cause of death was drowning.

5. Analysis of Evidences

Experience of the Bosun

- 5.1 The Bosun had a total sea service of about 25 years. He had been working as Bosun on log carriers for about 24 months. The Bosun joined *Feng Sheng* on 11 August 2005.

Physical condition of the Bosun

- 5.2 The Bosun had a medical examination in August 2005 prior to joining the Vessel. There was no evidence that the Bosun had suffered from bad health. The other crew members were not aware that the Bosun had taken any medicine or alcohol before he commenced duty on deck.

Working on deck log cargo – Safety Precautions

- 5.3 It was not stipulated in the ISM Manual of the Vessel that when working deck log cargo, the crew member should take personal safety precautions by wearing studded shoes to prevent from slipping and lifejacket to prevent from drowning. It was not mentioned in the ISM Manual that all crew members should keep themselves well clear from the cargo working area during cargo working on deck.

Weather condition

- 5.4 The weather was fine with a force-3 southwesterly wind. There was a calm sea and a good visibility.

Lighting condition

- 5.5 All the deck lights and cargo working lights have been switched on at the time of accident. In this connection, lighting is considered not a contributory cause in this case.

6. Conclusions

- 6.1 At about 2010 on 6 February 2006, the Bosun on board the Hong Kong registered ship *Feng Sheng* fell overboard into the water and was drowned when he was working log cargo on deck. The Vessel was loading deck log cargo at anchor at Matong Port in Papua New Guinea.
- 6.2 The Bosun and the sailor were standing too close to the cargo working area and they did not take personal safety precautions by wearing studded shoes and lifejacket when working deck log cargo.
- 6.3 Weather, health condition, medicine and alcohol were not considered as contributory factors in this accident.

7. Recommendations

- 7.1 A copy of the report should be sent to the ship management company of the vessel. They should be advised of the findings of the accident and should instruct their crew members to take safety precautions by keeping themselves well clear from the cargo working area and wearing studded shoes and lifejackets when working deck log cargo. The above safety precautions should be incorporated in the ISM Manual of the Vessel.
- 7.2 A Merchant Shipping Information Note (MSIN) should be issued to draw the attentions of all concerned parties to the lessons learnt in the incident.

8. Submissions

- 8.1 In the event that the conduct of any person or organization is commented in an accident investigation report, it is the policy of the Marine Department to send a copy of the relevant part of the draft report to that person or organization for their comment.
- 8.2 The draft report was sent to the ship management company, the Master and the Chief Officer of the vessel and there was no reply from the above parties.