



香 港 商 船 資 訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Fatal Accident Resulting from the Collapse of a Portable Derrick during Cargo Cleaning Operation

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

Summary

During cargo hold cleaning operation, a portable derrick collapsed into the cargo hold during lifting of cargo residues. The accident resulted in the death of a Bosun who fell into the cargo hold while attempting to hold the falling derrick. This Information Note draws the attention of Shipowners, Ship Managers, Ship Operators, Masters, Officers and Crew to the lessons learnt from this accident.

The Accident

1. A Bosun on board a Hong Kong registered bulk carrier fell to his death from cargo hatch coaming down to tank top during cargo hold cleaning operation at sea.
2. At the time of the accident, the Bosun was operating a portable derrick, which was mounted to the hatch coaming of the cargo hold, in lifting a bucket of cargo residues from the cargo hold. The derrick suddenly failed at its mounting and gradually collapsed into the cargo hold. Instantly, the Bosun attempted to hold the derrick from falling but lost his balance. He fell down into the cargo hold and died.
3. The investigation into the accident revealed that main contributing factors to the accident were:
 - a) The crew ignored the misalignment of the derrick's mountings and did not follow the manufacturer's instructions. As a result, it caused the fracture of the derrick; and
 - b) The Bosun did not realize the risk of working aloft nor following the relevant company procedures.

4. The report of investigation into the accident can be found in the Marine Department website at http://www.mardep.gov.hk/en/publication/pdf/mai120313_f.pdf

Lessons Learnt

5. When portable derrick of similar design is to be used for lifting of cargo residue during cargo cleaning operation, it is important to ensure that the derrick is properly mounted and secured in accordance with the instructions of the equipment manufacturer. Any defects found in the equipment and its mounting are to be rectified immediately before use.

6. The attention of Shipowners, Ship Managers, Ship Operators, Masters, Officers and Crew is drawn to the lessons learnt from this accident.

Marine Department
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