



## Man overboard accident while working overside

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

### *Summary*

When a Hong Kong registered oil carrier was sailing, a motorman fell overboard from the shipside while setting up razor wire coils and went missing. This Note draws the attention of shipowners, ship managers, ship operators, masters, officers and crew to the lessons learnt from this accident.

### **The Incident**

1. When a Hong Kong registered oil carrier (*the vessel*) was en route from Gresik, Indonesia to Singapore, a working team including the motorman was tasked to set up the razor wire coils around the periphery of the main deck to prevent pirates from gaining access to *the vessel* during its voyage.
2. When the motorman climbed over the shipside guardrail to rig and secure the razor wire coils at the aft part of the starboard accommodation ladder, he suddenly fell into the water and disappeared without a trace.
3. After 14 hours of search and rescue operation conducted by the Maritime Rescue Coordination Centre of Indonesia in coordination with other ships nearby, the motorman was still missing.
4. The investigation identified the following contributory factors:
  - (a) lack of supervision of the working team to ensure lifejackets to be donned, and to monitor the securing of the motorman working overside according to the company safety procedures; and
  - (b) the motorman had insufficient safety awareness as he did not follow the safety procedures and requirements that required wearing lifejacket and safety belt and securing himself to a safe point.
5. The investigation also revealed the following safety issues:
  - (a) the shipboard search and rescue operation was not prepared in advance according

to the company safety procedures; and

(b) the man overboard training and drills on board were considered ineffective.

### **Lessons Learnt**

6. In order to avoid recurrence of similar accidents in future, masters, officers and crew of vessels should:

- (a) strictly follow company procedures and enhance job supervision while working over the shipside;
- (b) enhance man overboard training and drills on board; and
- (c) arrange for relevant safety training in order to enhance the crew's personal safety awareness of using proper personal protective equipment such as lifejacket and safety harness.

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

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