

Report of investigation into the fatal accident on board Hong Kong registered Bulk Carrier “*Grand Ocean*” on 26 June 2013

1. The Incident

1.1 This accident happened on board a Hong Kong registered bulk carrier, *Grand Ocean*, when she was preparing to anchor at a pilot station of Recalada, Argentina. During the anchoring, the starboard anchor was stuck in a hawse pipe. After several attempts to operate the windlass to tighten and release the anchor chain, the starboard anchor was still stuck inside.

1.2 A fitter entered into the hawse pipe to check the condition of the anchor. At that time the chain stopper and brake of the windlass had been engaged. However, the section between the chain stopper and the anchor was hanging loosely. Unfortunately, the anchor was jerk suddenly and pulled the anchor chain. Consequently, the fitter was crushed between the chain and the wall of the hawse pipe. He was later certified dead.

1.3 Followings are the contributory factors of the accident:

- (i) The fitter was allowed to went into the hawse pipe to free the anchor and the anchor chain without carrying out a risk assessment; and
- (ii) The sudden movement of the chain cables crushed the fitter when he was working inside the hawse pipe.

2. Lessons Learnt

2.1 The followings are lessons learnt from the incident:

- (i) It was unsafe to let a person went into the hawse pipe at sea;
- (ii) No work to be carried out until a risk assessment was conducted and all identifiable hazards had been eliminated; and
- (iii) Appropriate guidelines for high risk operations should be made available in the safety management system for prevention of personal injury at work.