

**The fatal accident of an ordinary seaman on board the Hong Kong registered bulk carrier “Ocean Gold” at Calaca, Philippines on 12 September 2015 (All time were Local Time UTC +8)**

**1. The incident**

1.1 In the morning on 12 September 2015, the Hong Kong registered bulk carrier “*Ocean Gold*” (*the vessel*) was mooring to a berth at Phoenix Pier 2 of Calaca Power Plant in Calaca, Batangas of Philippines.

1.2 The chief officer was the person in charge of the mooring operation at the forward station, assisted by other crew members including one ordinary seaman (OS). During the mooring operation, the forward spring line (the rope) was stuck beneath the berth fender and continued to apply tension without anybody was aware of the risk. Suddenly, the rope bounced off from beneath the berth fender and ejected towards the OS. He sustained serious injury and was declared dead at 0950 hours on the same day in a hospital at shore.

1.3 The investigation into the accident revealed the main contributory cause as follows:

- the communication among the mooring teams was ineffective - the chief officer failed to report the improper lining up of the forward spring line to the master of *the vessel* and continued to apply force on the rope causing it suddenly bounced off; and
- the supervision of crew members’ safety during mooring operation was poor – the chief officer failed to remind the deceased OS to keep away from dangerous zone during the mooring operation.

1.4 The investigation revealed the following safety factors:

- ✧ safety briefing was not provided to crew member before commencement of mooring operation; and
- ✧ training to enhance the safety awareness in ship’s mooring operation was not provided in shipboard trainings.

**2. Lessons learnt**

2.1 Effective communication among the various mooring teams should be maintained during mooring operation and any abnormal situation must be immediately reported to the master of the vessel for consideration.

2.2 Officers in charge of ship's mooring stations and senior crew members should closely monitor and supervise the safety at work of other crew members during mooring operation; and

2.3 Shipboard trainings to enhance the safety awareness of dangers engaged in mooring operations should be provided as soon as possible to new crew members after they joined the vessel. Also safety briefing should be provided to all crew members before commencement of the mooring operation.