

## **Fatal accident on board the Hong Kong registered cargo ship “*Spring Salim*” on 25 October 2016.**

### **1. Incident**

- 1.1 On 25 October 2016 at about 13:45 hours (UTC+8), a fatal accident happened on board the Hong Kong registered general dry cargo ship “*Spring Salim*” (*the vessel*) in Banda Sea, during the transit from Kendari to Gresik, Indonesia.
- 1.2 When the bosun was alone on the No. 1 tween deck hatch panel at the forward part of the No. 1 cargo hold, the chief officer and the No. 1 mechanic were attending inspection on the No. 5 and 6 tween deck hatch panels at the aft part of the cargo hold to inspect the upper deck hatch covers for the water leakage. When they heard a “pop” sound coming from the front end of the cargo hold, then they saw a person lying on the bottom of the cargo hold with the help of torch light.
- 1.3 They immediately went down to the cargo hold bottom and found the bosun with severe head injuries. The No. 1 mechanic then informed the duty officer on the bridge by walkie-talkie. An emergency rescue team rushed to the scene with first aid appliances. They tried to save the bosun but in vain.
- 1.4 The investigation identified the following safety issues:
  - a) None of the basic safety requirements/procedures under the company’s safety management system in relation to the enclosed spaces entry and the work on hatch covers or panels had been followed;
  - b) The crew lacked personal safety awareness and was unfamiliar with the procedure of entry into enclosed spaces. They did not follow the requirements of the company’s “permit to work” system when entering the fully covered cargo hold. Furthermore, the bosun entered the forward part of the No. 1 cargo hold alone without wearing his safety helmet properly, preparing portable lighting and notifying his colleagues; and
  - c) The crew did not carry out any measures to keep persons away from the tween deck opening when any hatch panel was removed.

### **2. Lessons learnt**

- 2.1 In order to avoid recurrence of a similar accident when entering cargo holds, it is important to ensure the accomplishment of the follows:

- a) a full risk assessment before entry into enclosed spaces and entry permit being granted in accordance with the requirements of safety management system.
- b) adequate lighting for entering into and working in enclosed spaces.
- c) the tween deck spaces being restricted for entry, in particular when some of their hatch panels have been removed. If it is really necessary to work in such spaces, safety measures must be in place before work begins.
- d) enhancing the personal safety awareness and familiarities of the crew with the safety management system.