



INFORMATIONAL BULLETIN

2 October 2020, No (L-20/03) 1A-220

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Severity of occurrence	Less serious accident	
Date of occurrence	29 January 2020	
Local time of occurrence	7:00	
Place of occurrence	Pagny port, Saone river, France	
Name of the ship	Aquarius	
IMO No	9143582	
Ship flag	Lithuanian	
Ship type	General cargo	
Length of the ship, m	81,4	
Tonnage (GT)	1141	
Voyage segment	Ship was moored alongside quay	
Persons on board	Crew – 5	Passenger – 0
Injuries to persons	Crew – 1 (serious)	Passenger – none
Damage to ship	None	
Other damage	None	

Synopsis

On 29 January 2020, Aquarius was being prepared for loading. The crew was opening the hatch covers of the single cargo hold using the crane installed on board. During work, due to the fault in the power supply circuit, the crane stopped working. The crew invited the ship's chief engineer (he was taking rest in the cabin after work) to repair the crane. It was morning, a dark part of day. The general lighting of the ship was switched on, and the lights installed in the masts of the ship were also in operation. As the crane was out of order due to a fault – interrupted power supply, – the lighting installed on the crane did not work either. As a result, the environment was not adequately lit.

Chief engineer walked towards the crane not through the main deck but through the hold's hatch covers. He did not wear work clothes as required and wore slippers. While going towards the crane chief engineer did not notice that there was a gap of about 1.5 meters between the 2nd and 3rd hatch covers of the hold. Noticing this gap too late, he fell into the empty cargo hold from a height of 5.2 meters. Chief engineer was seriously injured.

The shipping company indicated that the affected person was sober.

Safety lessons

1. Working in a poorly lit environment can endanger persons, property or cargo. In order to avoid such a threat, it is necessary to ensure adequate lighting in the work area and, if necessary, to use portable lighting equipment.

2. A faulty crane could perhaps have been reached more quickly by going through the hatch covers of the cargo hold, however this action was unsafe, especially in the absence of sufficient lighting and without making sure the hatch cover was completely closed. Also the rules prohibiting walking on hatch sections, when opening or closing them, as well as when they are partially open¹, shall be followed.

3. When working on board, crewmembers must wear special clothing, special footwear and personal protective equipment². It is unsafe to work with shoes that fall from the feet or are with high heels³.

Action taken after the accident

The shipping company operating the ship issued a safety circular, which was distributed to the crews of the ships it operated. The circular identified safety deficiencies that contributed to the accident. Extraordinary briefings were organized on the shipping company's ships, emphasizing the need to comply with occupational safety requirements, the use of personal protective equipment, and ensuring adequate lighting in the workplace.

¹ Paragraph 142 of the General Rules on the Occupational Safety on Board, approved on 29 June, 2001 by the order No 216 of the Minister of Transport and Communications of the Republic of Lithuania (hereinafter referred as Rules).

² Paragraph 26 of the Rules.

³ Paragraph 743 of the Rules.