MAIB
MARINE ACCIDENT INVESTIGATION BRANCH

SAFETY BULLETIN

SB2/2021 NOVEMBER 2021

Extracts from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 Regulation 5:
"The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame."

Regulation 16(1):
"The Chief Inspector may at any time make recommendations as to how future accidents may be prevented."

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NOTE
This bulletin is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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Fatal crushing injury of a crewman on the upper vehicle deck of the roll-on roll-off ferry *Clipper Pennant* in Liverpool, England on 20 July 2021

Clipper Pennant

MAIB SAFETY BULLETIN 2/2021

This document, containing safety lessons, has been produced for marine safety purposes only, based on information available to date.

The Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 provides for the Chief Inspector of Marine Accidents to make recommendations at any time during an investigation if, in his opinion, it is necessary or desirable to do so.

The Marine Accident Investigation Branch is carrying out an investigation into the fatal crushing of a crewman on the upper vehicle deck of the roll-on roll-off ferry *Clipper Pennant*.

The MAIB will publish a full report on completion of the investigation.

Andrew Moll
Chief Inspector of Marine Accidents

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BACKGROUND

At about 1400 on 20 July 2021, the bosun of the roll-on roll-off cargo ferry *Clipper Pennant* suffered fatal crushing injuries during cargo loading operations.

Clipper Pennant was in Liverpool and the bosun was working on the upper vehicle deck, marshalling[1] tractor unit drivers who were loading semi-trailers. Two other crew members were on the upper vehicle deck, assisting the bosun by locating the resting trestles and lashing the semi-trailers once in position.

The accident occurred after the bosun had directed a tractor unit driver to push a semi-trailer into its stowage location, between a semi-trailer that had already been lashed and the bulkhead at the port forward end of the upper vehicle deck **(Figures 1** and **2)**. As the semi-trailer was being manoeuvred, the bosun had positioned himself between the moving semi-trailer and the vessel's structure, resulting in the crushing accident.

GUIDANCE

The Maritime and Coastguard Agency's Code of Safe Working Practices for Merchant Seafarers (COSWP) provides guidance for safe operations on vehicle decks and Section 27.6.3 states that:

- *Personnel directing vehicles should keep out of the way of moving vehicles, particularly those that are reversing, by standing to the side, and where possible should remain within the driver's line of sight.*
- *Extra care should be taken at the 'ends' of the deck where vehicles may converge from both sides of the ship.*
- *Safe systems of work should be provided in order to ensure that all vehicle movements are directed by a competent person.*

Clipper Pennant's Deck Safety and Procedures Guide included instructions for deck crew, which stated that '*during the loading of trailers, crewmembers must not stand behind the trailer. Never walk behind a moving vehicle or position yourself outside the sight of the tug driver*'.

INITIAL FINDINGS

All aspects of this accident are under investigation by the MAIB and a full report explaining the causes and circumstances will be published in due course. Nevertheless, it is apparent from the initial evidence collected that there is an extreme risk of crushing injuries in stowage spaces adjacent to the vessel's structure, with limited areas to remain clear or escape.

[1] The marshaller, also referred to as the banksman, was responsible for supervising, controlling and directing vehicle movements, using hand, whistle or radio signals with tractor unit drivers and other crew members.

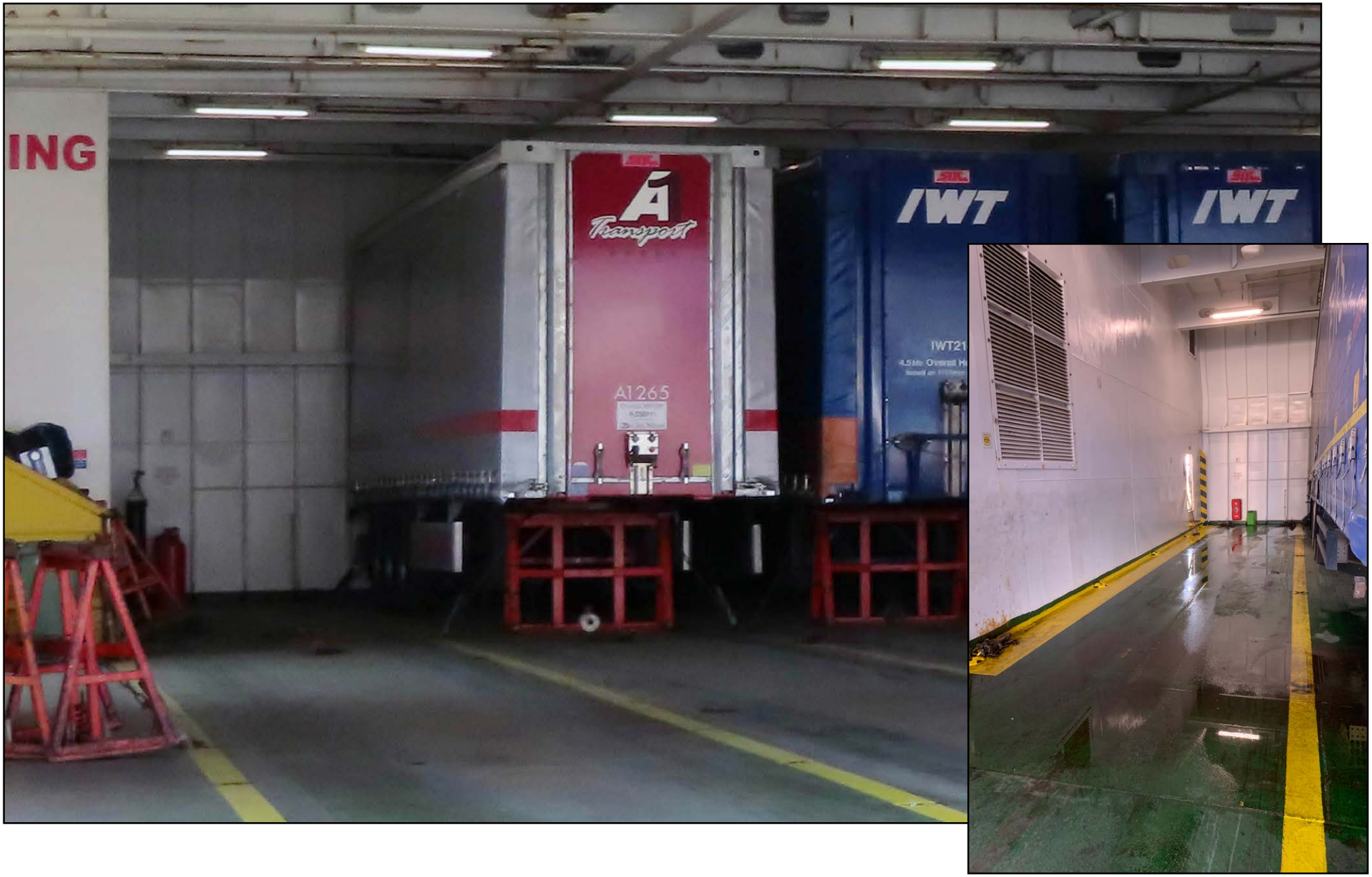

Figure 1: Reconstruction of the semi-trailer parking arrangement, with inset view of the space (post-accident)

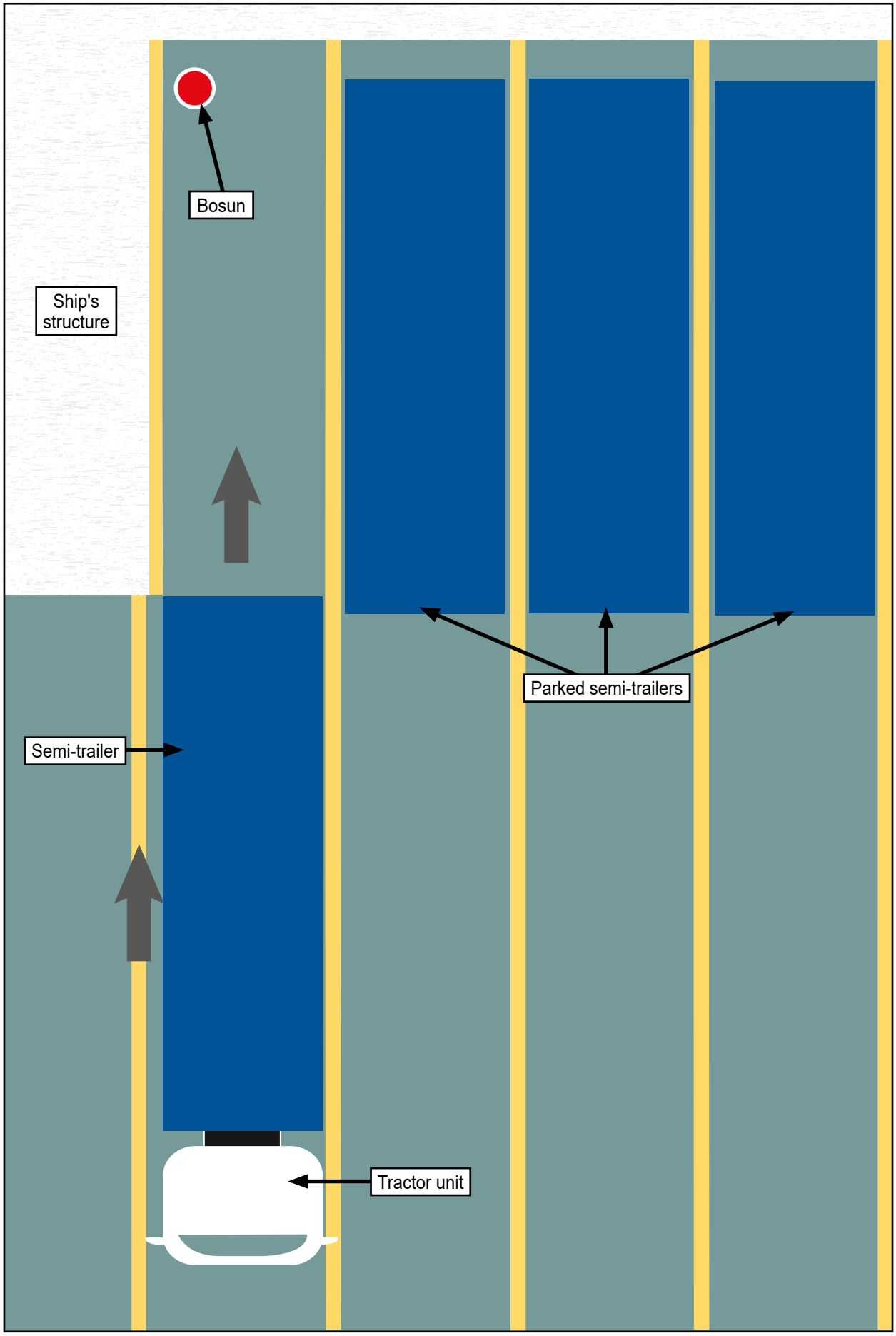

Figure 2: Graphic showing plan view of the semi-trailer's approach to the parking space

ACTIONS TAKEN

Use of the port forward cargo stowage spaces has been temporarily suspended by the vessel's operator, pending futher investigation and assessment.

SAFETY LESSON

Where tractor units are being used to push semi-trailers, safety procedures must be in place to ensure that deck crew are not standing in the vehicle's path.

Operators of vessels with roll-on roll-off vehicle decks are advised to:

- Review their cargo handling procedures to identify the hazards associated with stowage spaces where there may be limited areas for escape.
- Conduct a specific risk assessment for all such spaces. These spaces should then be marked and, unless appropriate mitigating measures can be put in place, not used.
- Ensure that onboard safety procedures and crew safety briefings reflect the guidance in COSWP Section 27.6.3.

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