

Marine Safety Flash

A16-39 (14th September)

Fall in the engine room

Incident Overview

Following the instructions from a toolbox meeting, a crewmember left the engine control room (ECR) and went to "blow over" No.1 main engine (port side). In order to gain access to the cylinder heads and open the engine cock indicator, the crewmember was required to step up to the engine mounted side platform. The engine has two foldable access platforms, which are hinged aluminium platforms with slightly sloped kick plates Forward to Aft, however there is no kick plate at either end of the platform.



Figure 1: Lacerations to Scalp

The crewmember gained access to the platform at the manoeuvring station, (near No.9 unit, aft end of the engine) and walked along the platform (figures 2 and 3). As the crewmember reached No.1 unit (forward most indicator cock), he reached out with a socket wrench to open the indicator cock, an action which resulted in a loss of balance. As the crewmember was leaning forward, he subsequently fell onto the engine room plates. The Injured Party (IP) recalls being at the bottom of the engine room plates feeling dazed (lasting a couple seconds).

The IP sustained several lacerations (figure 1) to the top of his scalp and received first aid treatment on board.

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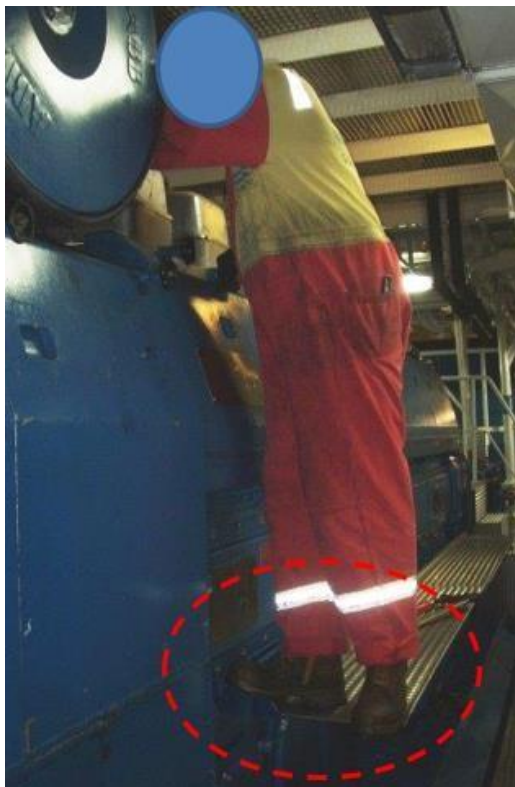


Figure 2: Foot Placement



Figure 3: Engine Mounted Platform

Key Findings

- The IP was reaching out with the socket wrench to open the indicator cock when he lost his balance and tipped forward. As per figure 2, the IP has his feet positioned at the very edge of the platform, slightly overhanging the platform. The IP does not recall exactly what made him falls forward, however it is assumed that the IP misplaced his footing whilst focused on the task of opening the indicator cock.
- The platform finishes short of the indicator cock the IP was gaining access to it. The platform is supplied by the manufacture of the engine. The length and height of the platform has not been identified as a hazard previously. The height of the platform is below 1m and it is routinely used by engine room staff with no previous incidents or near misses. As the platform was not previously identified as a hazard there were no controls in place to prevent a fall at the end of the platform (kick plates, hand rails etc.).

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Recommendations

- There is no information about the use of specific PPE in the engine room.
- Hazard Identification Team to conduct hazard round focusing on fall hazards, in particular heights that would not be captured with the Working at Height, Aloft or Above Sea Procedure.
- A kick plate or extension to be fitted to the platform.
- If your vessel has a similar hazard onboard, update your vessels ship specific inherent hazard list to include the fall hazard until a long-term solution has been identified.