



## SAFETY RECOMMENDATION No: 27/2013

### **Text of Safety Recommendation:**

The regular briefing towards the crew of the ship concerning the regulations of the SMM and the SSP and in particular the control of entry of visitors with emphasis in cases of conducting works or services to the ship and the performance of internal controls for compliance with the relevant provisions.

<b>No of Safety Investigation Report:</b>	05/2013: Death of visitor on board Ro-Pax "NISOS RODOS" <i>(See the full Report <a href="#">here.</a>)</i>
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<b>Safety Recommendation addressed to:</b>	Captain of Ro-Pax "NISOS RODOS"
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<b>Date of publication:</b>	26/11/2014
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### **Comments-Remarks:**

### **INFORMATION OF ACCIDENT**

Type of vessel: Ro-Pax

Year of built: 1987

#### **Death of visitor on board Ro-Pax**

#### **Course of events**

In the enclosed main deck vehicles space (garage) of the berthed Ro-Pax, entered a tank truck (tractor and trailer tank) which was to supply the vessel with fresh water. In the tank truck were aboard its driver and owner and a person who was not identified to have an employment relationship with him but according to the information obtained entered the ship as a guest and co-driver of the tank truck.

The tank-truck, under the guidance of the ship's Boatswain, was directed at the forward port side of the garage, for the realization of the water supply, where the fresh water piping system inlet valve was installed.



**Picture 1:** The tank truck parked near the water inlet valve, inside the garage of the Ro-Pax “NISSOS RODOS”. The water pipe, connected to the ship’s fresh water inlet valve is noticed. The position of the Boatswain (1) and the position of the driver (2) during the development of the accident have been marked.

The procedures for the connection of the lines and the water supply were followed, which included the opening of the tank truck vents. The ship’s Boatswain was at the connection point of the ship’s network with the hose of the tank truck and the truck driver had climbed onto the top of the tank of the vehicle to open the vents.

At that point, the co-driver of the vehicle, who, based on the collected evidence, had climbed or had attempted to climb to the truck’s tank, slipped and fell to the deck resulting to the injury of his head and neck.

The fall was immediately perceived by the ship’s Boatswain and the truck driver and the Chief Officer rushed to the point to assess the incident. The Port Authority was informed for the accident by the ship as well as the National Emergency First Aid Center via mobile telephone by a crew member.

Simultaneously the first aids were provided to the injured man from the crew of the Ro-Pax and the driver of the tank truck under the phone instructions of a doctor of the National Emergency First Aid Center until the arrival of an ambulance, which received the injured person and transferred him to the local General Hospital, where he was pronounced dead.



**Picture 2:** The tank truck parked at the point of the water supply, in the garage of the Ro-Pax "NISSOS RODOS". The ladder on the right side of the tank (1) and the place where the injured was found (2) have been marked.

### **Extent of damage**

The death of the co-driver of the tank truck.

### **Probable cause**

According to the findings of the forensic report, the loss of life of the visitor of the Ro-Pax occurred "as a result of head, neck and chest injuries, compatible with a fall" and therefore it was the result of falling off the tank truck's ladder.

It is noted that there had been no risk assessment for the ship's water supply process, while the co-driver of the tank truck, who was in the cabin of the truck, entered in the area of the main garage as a visitor, not having been checked by the ship's personnel and not having been accompanied by a crew member, as provided in the Safety Management Manual of the ship and the ship's Security System.

### **Lessons to be learned**

The regular briefing towards the crew of the ship concerning the regulations of the SMM and the SSP and in particular the control of entry of visitors with emphasis in cases of conducting works or services to the ship and the performance of internal controls for compliance with the relevant provisions.