

Extract 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.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

NOTE

This report 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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Interim report on the investigation of the fatal crushing injuries to the bosun during cargo operations on board the freight ferry *Clipper Pennant* at Gladstone Dock, Liverpool on 20 July 2021

The information contained in this interim report is based on the various aspects of the investigation completed to date. Readers are cautioned that new evidence may become available that might alter the circumstances as depicted in this report.

FACTUAL INFORMATION

At about 1353 on 20 July 2021, the bosun of the Cyprus registered freight ferry *Clipper Pennant* suffered fatal crushing injuries during cargo loading operations.

The bosun was supervising the loading of freight onto the upper vehicle deck.

Acting as the banksman¹, the bosun was marshalling tractor unit drivers who were parking semi-trailers. Two other crew members were on the upper vehicle deck, assisting the bosun by positioning trestles and lashing the semi-trailers once in place.

After loading four semi-trailers in a row of five stowage spaces, the bosun signalled a tractor unit driver to push a semi-trailer into the last available space, which was between a bulkhead and a semi-trailer that had already been parked. As the semi-trailer was being manoeuvred, the bosun was fatally crushed between the moving semi-trailer and the vessel's structure.

INVESTIGATION

The MAIB's investigation has considered the identified aspects of the accident to determine the causes and circumstances, including the on board working practices, hazards of the vehicle deck, and organisational factors.

ACTIONS TAKEN BY THE MAIB

In November 2021, the MAIB published Safety Bulletin 2/2021². The bulletin highlighted the risk of crushing injuries where tractor units are being used to load semi-trailers, particularly where the semi-trailer is being manoeuvred close to the ship's structure, with limited means of escape for the crew on deck.

ONGOING ACTION

The MAIB investigation is complete, and a draft of the report is being prepared and will be distributed to stakeholders for a 30-day consultation period in due course.



Clipper Pennant

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

² <https://www.gov.uk/maib-reports/safety-warning-about-crushing-injuries-in-stowage-spaces-after-the-loss-of-1-life-on-ro-ro-ferry-clipper-pennant>

SHIP PARTICULARS

Vessel's name	<i>Clipper Pennant</i>
Flag	Cyprus
Classification society	Det Norske Veritas (DNV)
IMO number	9372688
Type	Ro-ro cargo (max 12 passengers)
Registered owner	Seatruck Pennant Ltd
Manager(s)	Seatruck Ferries Ltd
Year of build	2009
Construction	Steel
Length overall	142.0m
Registered length	137.645m
Gross tonnage	14,759
Minimum safe manning	11
Authorised cargo	Freight vehicles

VOYAGE PARTICULARS

Port of departure	Dublin, the Republic of Ireland
Port of arrival	Liverpool, England
Type of voyage	Short international
Cargo information	Freight vehicles
Manning	22

MARINE CASUALTY INFORMATION

Date and time	20 July 2021 at about 1353
Type of marine casualty or incident	Very Serious Marine Casualty
Location of incident	Gladstone Dock, Liverpool
Place on board	Upper (vehicle) deck
Injuries/fatalities	One fatality
Damage/environmental impact	None
Ship operation	Loading cargo (semi-trailers)
Voyage segment	Alongside
External & internal environment	Sunny, with a gentle breeze. The air temperature was 30°C.
Persons on board	22