



İstanbul :

06.06.2016

Sayı

Our Reference :2309

Konu

Subject : Marşal Adaları Cumhuriyeti'nin Ölümcül Bir Kaza Üzerine Yayımladığı Tavsiye Raporu Hk.

Sirküler No: 436 /2016

Sayın Üyemiz,

**İlgi:** 01/06/2016 tarih ve MC (16)28 sayılı ICS (Uluslararası Deniz Ticaret Odası) Sirküleri ve Eki.

ICS'den alınan ilgi yazıda, Marşal Adaları Cumhuriyeti tarafından ölümcül bir kaza soruşturmasıyla ilgili Deniz Güvenliği Tavsiye Raporu yayımlandığı bildirilmektedir.

Marşal Adaları Cumhuriyeti Denizcilik Yönetimi'nin sorumluluğundaki soruşturmaya konu olan kazanın kumanya taşıma asansörlerinden kaynaklandığı bilinse de, soruşturma henüz sonuçlanmamıştır. Öte yandan ilk bulgular, ilgi yazıda belirtildiği üzere, söz konusu asansörlerdeki emniyet şalterlerinin ve kilit anahtarlarının düzgün bir şekilde çalışıp çalışmadığının kontrol edilmesi gerektiğine dikkat çekmektedir.

Deniz Güvenliği Tavsiye Raporu;

a)planlanan işle ilgili olası tehlikelerin saptanması,

b)saptanan tehlikeleri ortadan kaldırma yollarının belirlenmesi ve

c)gemideki diğer mürettebatın kilitli asansörden haberdar olması amacıyla,

asansörlerin bakımından sorumlu gemi çalışanlarının bakım-onarım işlemlerine başlamadan önce *İş Güvenliği Toplantısı, İş Güvenliği Değerlendirmesi ve İş Tehlike Analizi* gibi uygulamalarda bulunmasını özellikle tavsiye etmektedir.

İlgi yazı ve Eki ilişikte sunulmuştur.

Bilgilerinizi arz ve rica ederiz.

Saygılarımızla,

İsmail ASASOĞLU

Genel Sekreter V.

**EKLER:**

-EK-1: İlgi Yazı

-EK-2: Marine Safety Advisory No. 20-16



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- S/S Gemi Armatörleri Motorlu Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- İMEAK DTO Şubeleri
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- Türk Uzakyol Gemi Kaptanları Derneği
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- Gemi Mühendisleri Odası
- WISTA Türkiye Derneği
- Gemi Sahibi Firmalar

**Bilgi:**

- Ulaştırma, Denizcilik ve Haberleşme Bakanlığı  
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EK-1

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1 June 2016

To: MARINE COMMITTEE

MC(16)28

Copy: All Full and Associate Members (for information)

### REPUBLIC OF THE MARSHALL ISLANDS - FATAL ACCIDENT ENQUIRY - INITIAL RECOMMENDATIONS

***Action required: Members are invited to note and to disseminate widely the attached Marine Safety Advisory issued by the Marshall Islands.***

Members are advised that the Republic of the Marshall Islands (RMI) Maritime Administrator is conducting a marine safety investigation into a fatal accident involving a provision's lift / elevator. The investigation has yet to conclude, however preliminary findings indicate the need for checks to ensure that safety cut outs and interlocks on relevant lifts / elevators are operating correctly. In particular the Marine Safety Advisory recommends that:

Ship's staff assigned to perform planned maintenance and repair work on lifts / elevators should conduct a pre-task *Tool Box Talk*, *Job Safety Assessment*, *Job Hazards Analysis*, etc. in order to:

- (1) Identify potential occupational hazards associated with the planned task;
- (2) Determine how to mitigate the identified hazards; and
- (3) Ensure other crewmembers' awareness of the tagged-out lift / elevator.

The Marine Safety Advisory is attached at **Annex A**.

John Murray  
Marine Director

**Republic of the Marshall Islands****MARITIME ADMINISTRATOR**

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**MARINE SAFETY ADVISORY No. 20-16**

**To: Regional Marine Safety Offices, Nautical Inspectors, Masters, Owners/Agents**

**Subject: LIFT / ELEVATOR SAFETY DEVICES**

**Date: 26 May 2016**

The Republic of the Marshall Islands (RMI) Maritime Administrator the ("Administrator") is currently conducting a marine safety investigation into the occupational fatality of a Messman involving a galley stores' provisions lift / elevator. Although the investigation is ongoing, it has been determined that the access doors to the provision lift / elevator were either:

- (1) not fitted with a safety interlock such as a door limit switch; or
- (2) the safety device was removed.

A door limit switch would have prevented the provisions lift / elevator from being operated when the access doors were open. A properly functioning provision lift / elevator limit switch (safety device) would likely have prevented this occupational fatality.

The Administrator recommends that ship managers have all lifts / elevators on board their managed ships inspected to ensure that safety devices, including limit switches and interlocks as required by the manufacturer, are fitted and operating properly. Lifts / elevators should be locked-out on the applicable electrical control panel until any missing safety devices are installed or improperly functioning safety devices are repaired.

Although it involved lifting gear other than a lift / elevator, the Administrator is aware of a recent marine casualty when electric jumper cables were installed to override the lifting gear's limit switches which resulted in a catastrophic failure of the crane boom. The ship's crew was not aware of the jumpers even though the electrical control panel and lifting gear were reportedly subjected to routinely planned inspections.

The Administrator is also currently investigating the death of an Electrician who died while performing maintenance on a shipboard lift / elevator. A contributing factor in this case was that the elevator / lift was not locked-out before the Electrician entered the lift / elevator shaft.

This MSA expires one (1) year after its issuance, unless otherwise noted, extended, superseded, or revoked.

It is recommended that ship's staff assigned to perform planned maintenance and repair work on lifts / elevators should conduct a pre-task Tool Box Talk, Job Safety Assessment, Job Hazards Analysis, etc., to:

- (1) identify potential occupational hazards associated with the planned task;
- (2) determine how to mitigate the identified hazards; and
- (3) ensure other crewmembers' awareness of the tagged-out lift / elevator.

The Administrator also recommends ship managers review and, as appropriate, revise the inspection checklists and planned maintenance procedures for lifts / elevators fitted on board their managed ships to ensure they include a list of all safety devices to help ensure that any missing devices are identified, and that they are all operationally tested on a routine basis by a competent marine engineer. It is also recommended that these safety management system checklist-procedures include a requirement that elevators / lifts be tagged out-locked out until missing safety devices are either replaced or ones with improperly functioning safety overrides are repaired.