

# MEMBER ALERT



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NOVEMBER 10, 2021

## GOOD CATCH UPDATES: FOOTING FAILURE AND SNAPBACK ZONE

Your Managers are pleased to present the latest instalments of the Club's *Good Catch* initiative

- *Footing Failure* in [English](#), [new](#) and [traditional](#) Mandarin; and
- *Snapback Zone* in [English](#), [new](#) and [traditional](#) Mandarin.

**GOOD CATCH** from The American Club  
**Footing Failure**

**Description**  
While a vessel was at anchor, the crew received orders for the main engine and planned to move them into the engine room through a large hatch on deck. The weather was good and sea was calm.  
The Chief Engineer led a discussion about leading the spare parts and put the 2nd Engineer in charge of the operation which included the 4th Engineer and an AB.  
As seen in the figures below, the hatch to the engine room was large and mounted on a raised coaming and fitted with a counterweight to make it easier to open. Once it was open, the hatch could be secured in the upright position using a pin. The hatch was reported to be in good operating condition and well maintained. Stanchions with ropes sanctioned the hatch to prevent someone from falling in when the hatch was open.

**Actual Injury**  
The 2nd Engineer was evacuated from the vessel by helicopter. He was taken to a hospital where his broken leg was treated. He remained in the hospital until he was repatriated to his home.

AMERICAN CLUB GOOD CATCH Footing Failure November 2021

**Potential Risks**  
While a broken leg is serious, he easily could have suffered a more serious injury or additional injuries especially if they had lost control of the hatch.

**Prevention**

- The vessel's crew knew that the counterweight was insufficient by itself to open the hatch and would require the assistance of several crew members. It was also clear to the crew that opening the hatch would have to involve several personnel and rigging of safety ropes. Those issues alone should have triggered commencement of the operation.
- Such a risk assessment should consider additional safer options that might have been available. For example, the same crane being used for lift the spare parts and lower them into the engine room could have been used to lift the hatch first. A block and tackle or chain fall could also have been used to help lift the hatch and the effect of the counterweight hook away.
- Adding physical body weight to the counterweight by sitting or standing on it seemed a simple idea but was found to be a poor decision as well as an unsafe one. The 2nd Engineer failed to assess the risks to his own safety.
- Further, any of the other crewmembers involved in the operation could have and should have stopped the operation for safety reasons when they saw the 2nd Engineer sit and eventually stand on the counterweight. The counterweight had not been designed for either sitting or standing for any reason.

When you identify a hazard before someone gets hurt... **it's a Good Catch.**  
When you fix a problem before something bad happens... **it's a Good Catch.**  
When you take responsibility for your own safety... **that's a Good Catch, too!**

THE AMERICAN CLUB  
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**Snapback Zone**

THE AMERICAN CLUB

As a reminder, all *Good Catch* alerts and animations are posted at the Club's website at:

[https://www.american-club.com/page/good\\_catch](https://www.american-club.com/page/good_catch)

Your Managers recommend that Members take note of this information and be guided accordingly.