

## Division for Investigation of Maritime Accidents - Denmark

### Occupational accident on KALUNDBORG SUPPLY on 18 March 2007

#### Summary

The cargo vessel, previous pilot boat, KALUNDBORG SUPPLY was to collect two persons from a tanker on Kalundborg Fjord. On board KALUNDBORG FJORD were the skipper and one crew member.

There was a strong breeze and the tanker had turned to give lee for KALUNDBORG SUPPLY. When KALUNDBORG SUPPLY was going alongside the tanker the crew member stepped upon the covering board on port side to fetch some luggage that was being handed to him from the tanker.



Just as the crew member had received a bag and intended to go abaft, the vessel moved heavily in the sea and the crew member lost his hold on a hand rail and fell overboard.

An AB from the tanker entered at once KALUNDBORG SUPPLY but they did not succeed in rescuing the crew member that had fallen overboard.

The crew member did not wear a suitable insulating suit with buoyancy or a work vest.

#### Conclusions

The Investigation Division assesses the following factors causal or contributing in the falling overboard of the crew member and that he was not rescued:

- An insufficient safety culture at the owners and on the vessel implied that there was no risk assessment for the vessel and there was no planning, instruction or definite procedure for the work.
- An insufficient safety culture at the owners and on the vessel implied that the crew member did not use any personal protective equipment such as suitable isolating clothing with buoyancy, life vest or life line.

- The vessel was designed inappropriately as regards transferring personnel and gear via the covering board and the fore deck. The covering board and the fore deck were risky to walk and work on at open sea.
- The crew member was on the covering board beside the wheel house as he with one hand held on the hand rail on the top of the deckhouse and with the other hand received a heavy bag that was handed to him.
- A wave that made the vessel move heavily was contributing to the fact that the crew member lost his balance and his hold on the hand rail and fell overboard.
- The weight of the bag received by the crew member might have been contributing to the fact that he lost his balance and the hold on the hand rail.
- A long working, day that was not yet ended, might have been contributing to fact that that no proper safety measures were taken for the collection of the repairmen.
- A suitable life line might have prevented that the crew member fell into the sea when he lost his balance.
- No procedure for rescuing a person who had fallen overboard had been practised.
- The crew member lay in troubled water astern of the vessel and it was difficult to keep KALUNDBORG SUPPLY in a propitious position in relation to him.
- The sipper was engaged by steering the vessel and the AB from HAAHR TRUMF did not know where the life saving appliances had been placed.
- The co-operation between the skipper and the AB was hampered by language barriers because the AB did not understand English.

## **Recommendations**

It is the Investigation Division's assessment that KALUNDBORG SUPPLY, in this connection, to some degree can be compared to a pilot boat.

- The Investigation Division recommends that the shipping company prepares and implements a safety policy for operations with KALUNDBORG SUPPLY in which a work risk assessment is included.
- The Investigation Division recommends that the shipping company contacts the Seahealth Denmark in connection to the preparation of a safety policy and a work risk assessment.