

HANNE DANICA - death due to fall overboard - 08 August 2008

Resumé

HANNE DANICA was on voyage from Mina Saqr, United Arab Emirates, to Djibouti Ville, Djibouti.

After loading/discharging the vessel departed. The weather was calm and it was very hot.

Lashing of the deck cargo, consisting of containers, was not yet completed.

Two ordinary seamen were lashing a container in the starboard side of the hatch cover, when the lashing chain they were using bursted. One of the ordinary seamen, kneeling on the edge of the hatch cover, lost his balance and fell off the hatch cover. He hit the bulwark and fell over board.

The general alarm was sounded immediately and a search was commenced with aids from the Iranian and Omani Navy. The search went on for almost 21 hours. The ordinary seaman was not found.

Conclusion

It is the opinion of the Danish Investigation Division that the accident occurred as a combination of the following factors:

The bursting of the lashing chain is most likely a consequence of propagation of an already existing crack. The crack was properly initiated due to hydrogen induced tensile corrosion in the high tensile alloyed steel material of which the chain was made and due to its use in the corrosive environment at sea.

The applied lashing method was inappropriate because the method demanded that the crewmember had to lean against the lashing chain and over the edge of the hatch cover.

In the actual situation there was a significant risk of falling down. This risk was not recognized by the crew on board. No safety appliances were used during the lashing operation.

The lashing operation was not planned sufficiently in terms of safety. A risk assessment for work operations on the hatch cover and on the deck cargo, including lashing operations, would have been a good foundation for planning, instruction and control of the lashing operation in question.

A combination of long working hours and high air temperatures may have had a negative influence on the crew judgements and decisions.

The framework for a reasonable safety level on board was insufficient

Recommendations and initiatives

The Danish Investigation Division will in cooperation with the maritime industry, Seahealth Denmark and foreign maritime accident investigation divisions collect data on incidents where failure on high tensile alloyed steel has been a contributing factor. On basis of the collected data the division will take decision on the need for a general recommendation concerning marine applications of high tensile alloyed steel.

ERRIA A/S is recommended to:

- Merge risk assessments and guidance into one system on board and improve the contents. It should be ensured that work operations on deck, on hatch cover or any operation with risk of falling down are covered.
- Ensure, through the ISM system, that new crew members become familiar with the contents of the system containing risk assessments and guidance and the cargo securing manual.
- Ensure a company culture that promotes cooperation and communication between the vessel and the ship owner/operator concerning irregularities and conflicts on board.
- Promote a company culture that ensures that agreements on stevedoring operations made with the charterer can be carried out with respect to resting hours and that normal securing of the vessel is completed upon departure.
- Ensure that recruitment facilitates a crew on board that not only holds the necessary certificates, but also shall be competent and able to cooperate.

ERRIA A/S has informed that by next revision of the SMS manual on board, the following will be added:

” When vessel is underway the Master will determine the need for using safety belts/lines when working on deck.”

A report is available in Danish at the following link:

http://www.sofartsstyrelsen.dk/graphics/Synkron-Library/Sofartsstyrelsen/Publikationer/OKE/Rapporter_redegoerelser/2008/Hanne-DANICA-rapport.pdf