

## **NINA BRES – Occupational Accident – on 25 November 2006**

### **Summary**

NINA BRES was on a voyage from Karlstad to Casablanca loaded with paper in the cargo hold and timber bundles on deck and hatch cover.

After having passed Göteborg and en route to the bunker station Rivön an ordinary seaman (OS) fell overboard, when he lost balance during the setting of an extra lashing on the deck cargo.

The OS succeeded in swimming towards Knippelholmen, where he was helped ashore by the crew from a lifeboat approximately 15 minutes after he fell over board.

A helicopter took him to the hospital, where he was examined and treated.

The OS was in good condition and he returned to NINA BRES the same evening.

The work of setting the extra lashing should have been organized in the way that first a jackstay should have been set up on the hatch cover. Two crewmen should have been designated for the job and a safety line or something similar should have been used as prevention against falling down during the work on the hatch cover and the deck cargo.

A risk assessment on the work on the hatch cover and on the deck cargo, including the work of setting lashings, would have been a good basis for the planning and instruction of the actual work.

It can be ascertained that the OS did not obtain much rest time in the days prior to the falling overboard – only 14 hours during the latest 2 days.

### **Recommendation**

The owner is recommended to consider a revision of the workplace risk assessment for lashing and in a way so it will include all work on hatch cover and deck cargo. This should be done together with his shipmasters,