



SIMPLIFIED SAFETY INVESTIGATION REPORT

201701/018

REPORT NO.: 03/2018

January 2018

The Merchant Shipping (Accident and Incident Safety Investigation) Regulations, 2011 prescribe that the sole objective of marine safety investigations carried out in accordance with the regulations, including analysis, conclusions, and recommendations, which either result from them or are part of the process thereof, shall be the prevention of future marine accidents and incidents through the ascertainment of causes, contributing factors and circumstances.

Moreover, it is not the purpose of marine safety investigations carried out in accordance with these regulations to apportion blame or determine civil and criminal liabilities.

NOTE

This report is not written with litigation in mind and pursuant to Regulation 13(7) of the Merchant Shipping (Accident and Incident Safety Investigation) Regulations, 2011, shall be inadmissible in any judicial proceedings whose purpose or one of whose purposes is to attribute or apportion liability or blame, unless, under prescribed conditions, a Court determines otherwise.

The report may therefore be misleading if used for purposes other than the promulgation of safety lessons.

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MV IMMENSITY **Serious injury on the main deck** **in position 36° 47.3' N 000° 01.2' E** **21 January 2017**

Course of events

Immensity was enroute to Limassol, Cyprus from Antwerp, Belgium with 8,062 metric tonnes of general cargo, including logs on deck.

During the voyage, especially after clearing the Gibraltar Straits, it was noticed that the weather conditions were gradually deteriorating.

On 21 January 2017, the vessel encountered particular adverse weather conditions. The swell was from the Northwest, with wave heights of about 5.5 m. Visibility was moderate to good. *Immensity* was also experiencing gale force wind from the North Northwest. The vessel was rolling heavily and pitching, and experiencing significant accelerations.

At about 1430, the course was altered towards the North Northwest to minimise as much as possible the vessel's

movement. The situation had improved and the vessel was not experiencing particular rolling and pitching. However, concerned on the condition of the cargo lashings on the main deck, the master decided to carry out an inspection of the area.

At about 1900, the master, the chief mate and the bosun made their way on deck. The inspection on deck did not reveal any damages to the cargo or its lashings. The three crew members made their way back to the accommodation after ascertaining that there was no slackness in the lashing and the cargo condition was satisfactory.

At one point in time, the vessel was hit by an unexpected wave, which was powerful enough to knock the chief mate from his feet. The chief mate lost his

balance and fell to the deck. It was not excluded that he also hit against the hatch coaming (Figure 1).

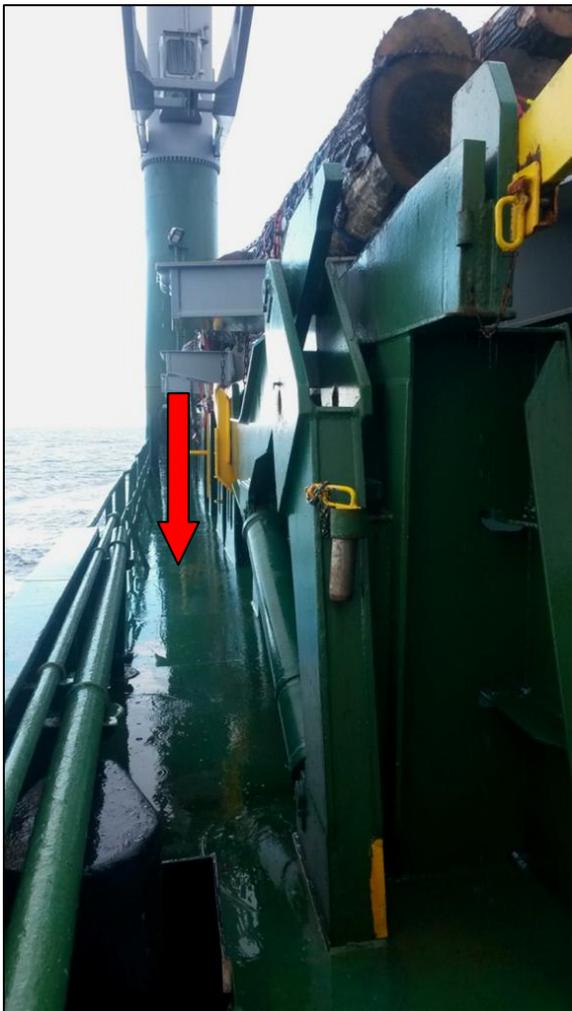


Figure 1: The accident site on the main deck

The chief mate was assisted by the master and the bosun to the accommodation.

Reported injuries

Following the accident, the chief mate immediately started complaining of pain in the chest area. Later during the evening, the chief mate reported that he was having difficulty to breath and the Company was immediately informed. The nearest SAR centre was also informed. On 22 January, at about 1130, a helicopter arrived on the vessel and the chief mate was lifted after the fourth

attempt because of the adverse weather conditions close to the Spanish coast.

A CT scan revealed a collapsed right lung and emphysema at the level of the anterior right thoracic wall in connection with fractures to the anterolateral ribs nos. 5 and 6. Swelling in the area was also observed. The chief mate had three surgical interventions before he was discharged from hospital about a month later.

Cause of the accident¹

The direct cause of the accident was a high energy trauma caused by exposure to green seas on deck.

It may be submitted that the risk of working on deck in adverse weather conditions had been appreciated by the crew members, even because the vessel's course was altered to minimise the ship's movements (and to minimise possible cargo damage).

It was also understandable that there was significant concern of slack lashing as a result of the adverse weather conditions. This may also be suggestive that the crew members were not expecting such weather; otherwise the lashings and deck cargo would have been inspected and tightened (were necessary) before the bad weather had been encountered.

Notwithstanding the above, and irrespective of the fact that the vessel's course had been altered, accessing the deck in adverse weather conditions was indicative of risk acceptance. This was, however, out of necessity. The associated risk of working on an open deck during dark hours had been accepted because of the associated outcome,

¹ The purpose of a marine safety investigation is to determine the circumstances and safety factors of the accident as a basis for making recommendations, and to prevent further marine casualties and incidents from occurring in the future.

i.e. verification that the vessel's cargo and its lashing were safe.

SHIP PARTICULARS

Vessel Name:	<i>Immensity</i>
Flag:	Malta
Classification Society:	Bureau Veritas
IMO Number:	9171395
Type:	General cargo
Registered Owner:	Whitefin Maritime Ltd.
Managers:	Trim Ship Management Co. Ltd.
Construction:	Steel
Length Overall:	108.5 m
Registered Length:	99.6 m
Gross Tonnage:	6354
Minimum Safe Manning:	
Authorised Cargo:	Dry cargo

VOYAGE PARTICULARS

Port of Departure:	Antwerp, Belgium
Port of Arrival:	Limassol, Cyprus
Type of Voyage:	International
Cargo Information:	80632 mt of general cargo
Manning:	14

MARINE OCCURRENCE INFORMATION

Date and Time:	21 January 2017 at 1929 (LT)
Classification of Occurrence:	Serious Marine Casualty
Location of Occurrence:	36° 47.3' N 000° 01.2 E
Place on Board	Freeboard deck
Injuries / Fatalities:	One serious injury
Damage / Environmental Impact:	None
Ship Operation:	In passage
Voyage Segment:	Transit
External & Internal Environment:	The swell was from the Northwest, with wave heights of about 5.5 m. Visibility was moderate to good. Gale force wind from the North Northwest.
Persons on board:	14