



**MINISTRY OF TRANSPORT AND COMMUNICATIONS
OF THE REPUBLIC OF LITHUANIA
MARINE ACCIDENTS AND INCIDENTS INVESTIGATION MANAGER**

**SHIP ACCIDENT INVESTIGATION
FINAL REPORT
9 January 2015 No TA-2**

This report has been issued for the purposes of preventing accidents and incidents. The investigation was not aimed at establishing anybody's fault or liability, therefore, using the report for purposes other than its intended purpose may lead to wrong interpretations. The report has been prepared in accordance with the recommendations provided in the IMO Resolution MSC 255(84) of 16 May 2008 and Commission Regulation (EU) No 1286/2011.

Ship	FRI KARMSUND
Company	Kopervik Shipping AS
Ship type	Cargo ship
IMO identification No	9211066
Accident place and date	Klaipėda Seaport, berth No 134, (55-39.252 N. 021-57.09.504 E.) 13 October 2014

Accident registration numbers:
TAITS Marine Ship Accident Registry No 17-TAITS-2014
EMSA (EMCIP) database No 2402/2014
TJO (IMO) GISIS database No C0009493



This safety investigation has been carried out in collaboration with the Marine Accidents and Incidents Investigation Authority of Cyprus

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1. SUMMARY

At 12.30 p. m. on 13 October 2014, during repairs of Fri Karmsund ship at Berth No 134 in the shipyard (Vakarų laivų remonto gamykla) in Klaipėda Seaport, a man who was climbing the partition of the hold fell down on the hold floor from the height of approx. 5 metres. The man suffered a spine trauma.



Figure 1. Partition of the hold.

2. FACTUAL INFORMATION

2.1. SHIP PARTICULARS

Name of the ship: Fri Karmsund
IMO No: 9211066
Sailing under the flag: Cypriot
Port of registration: Limasol
Ship call signal: 5BBW4.

Type of the ship: Cargo ship
 Gross tonnage of the ship: 4,935
 Maximum length of the ship: 89.75 m.
 Maximum width of the ship: 13.6 m.
 Side height: 8.50 m.
 Hull material: Steel
 Number of crew members on the ship during the accident: 8.
 Number of crew members according to the ship's Minimum Safe Manning Certificate: 8.
 Classification Society: BUREAU VERITAS.
 Ship manager: FRI KARMSUND AS (IMO No 5796719).
 Ship building year: 1999
 Main engine:
 Type and power rating: make 6M25 MaK, 1 x 1800 kW.
 Fixed-pitch propeller
 Permitted cargoes: all bulk cargoes and general cargoes.

2.2. VOYAGE PARTICULARS

Fri Karmsund arrived to Klaipėda Seaport on 5 September 2014 from Ternezen port (Holland) and left Klaipėda Seaport with a bulk cargo on 17 October 2014, heading for Cadiz (Spain).

Type of voyage: international cargo carriage.
 The crew consisted of eight people including the ship captain.

2.3. MARINE CASUALTY OR INCIDENT INFORMATION

In accordance with Clause 7.1.1 of the Regulations for the Safety Investigations into Ocean-Going Ships Accidents and Incidents (hereinafter referred to as the 'Regulations') approved by Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-461 of 29 July 2011, the incident is classified as a major accident

Report on this event was registered in the European Maritime Safety Agency (EMSA) EMCIP database under No **2402/2014**.

Report on the event was registered in the International Maritime Organisation (IMO) GISIS database under No **C0009493**.

Date and time: 12.30 p. m. on 13 October 2014

At 12.30 p. m. on 13 October 2014, during repairs of Fri Karmsund ship at Berth No 134 in the shipyard (*Vakary laivų remonto gamykla*) in Klaipėda Seaport, a man who was climbing the partition of the hold fell down on the hold floor from the height of approx. 5 metres. The man suffered a spine trauma.

External and internal environment: the accident occurred after a short rain; the hull and other structural parts of the ship were wet and slippery.

Ship operation and voyage segment: short-term repairs of the ship was being carried out.
 Location within the ship: starboard, back part of the hold of the ship.

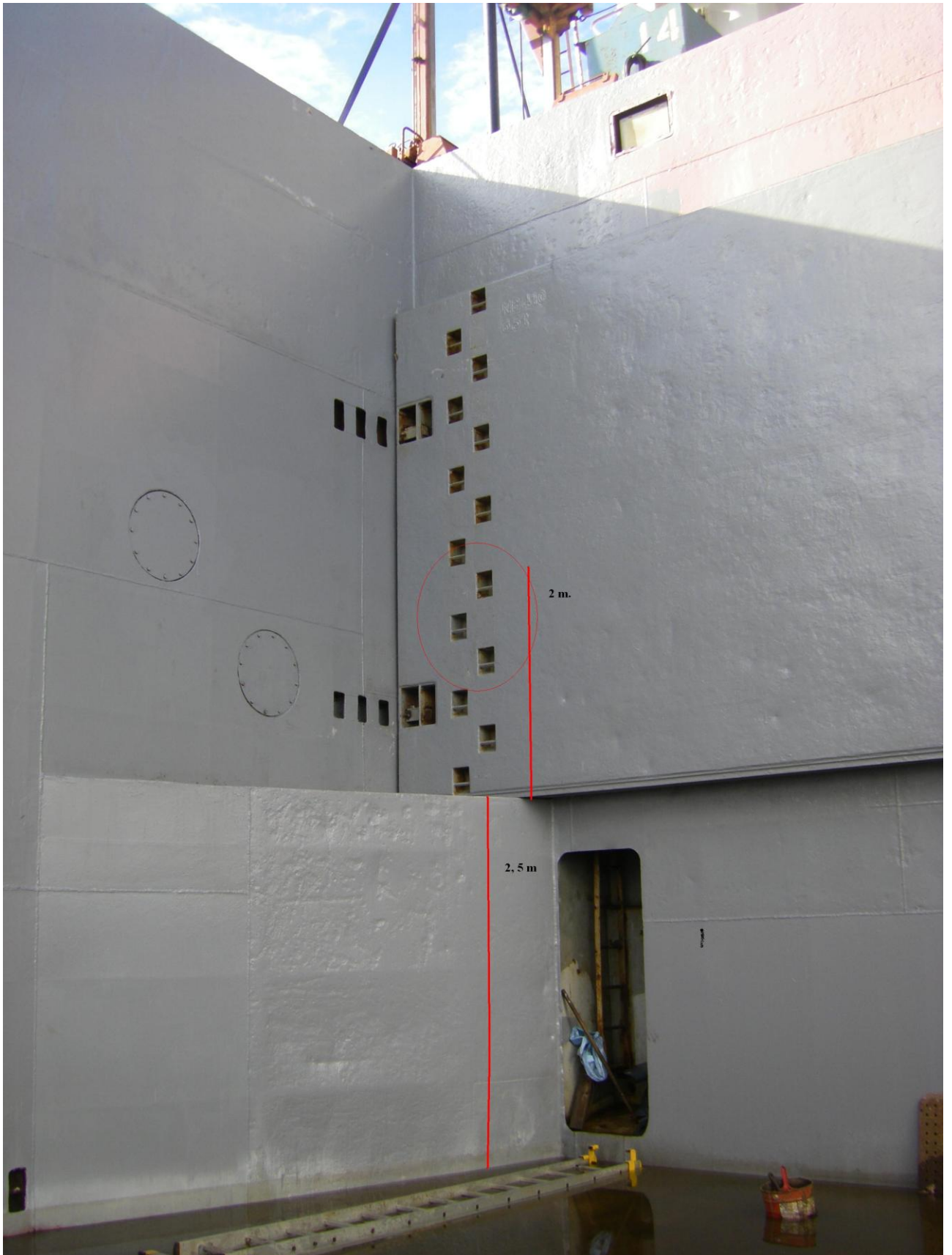


Figure 2. The place in the hold where the man fell

Information on the human factor: negligence.

Consequences for the person: concussion, spine contusion, vertebral displacement (7th vertebra).

2.4. SHORE AUTHORITY INVOLVEMENT AND EMERGENCY RESPONSE

After the accident an ambulance was called immediately.



Figure 3. Evacuation of the injured person from the hold to the berth.

Participants: The ship superintendent and representatives of the shipyard (*Vakarų laivų remonto gamykla*).

Facilities used: Port crane, shore-type stretchers, people transfer cradle, ambulance vehicle.

Response time: Effective

The injured person was lifted out of the ship hold and taken to the reception of Klaipėda Seamen's Hospital (*VšĮ Klaipėdos jūrininkų ligoninė*).

Results achieved: The person's life was saved by the timely provision of emergency medical aid.

3. NARRATIVE

At 8.30 a. m. on 13 October 2014, a meeting of the Ship Captain, the Engineering Superintendent of the Ship and the Project Manager of *Vakarų laivų remonto gamykla* took place. It has been decided that the movable partition of the ship's hold needs to be lifted out of the hold and placed on the berth for repairs.

At 11.50 the Chief Mate received information that the berth crane is ready for lifting the partition out of the hold onto the berth. The rain stopped at that time.

At 12.00 the Captain and the Chief Mate were talking about the lifting of the partition to the berth. The Chief Mate obtained the Captain's permission to manage the partition lifting works.

At 12.15, after preparations and after hearing the Chief Mate's briefing, the Second Mate and the seaman went down to the hold to prepared the partition for lifting. .

At 12.30, while climbing the partition ladder, the seaman wanted to attach a safety rope to a ladder step with his right hand but missed it, and at that time his left hand slid on the wet ladder step and the man fell on the hold deck from the height of approx. 5 metres.

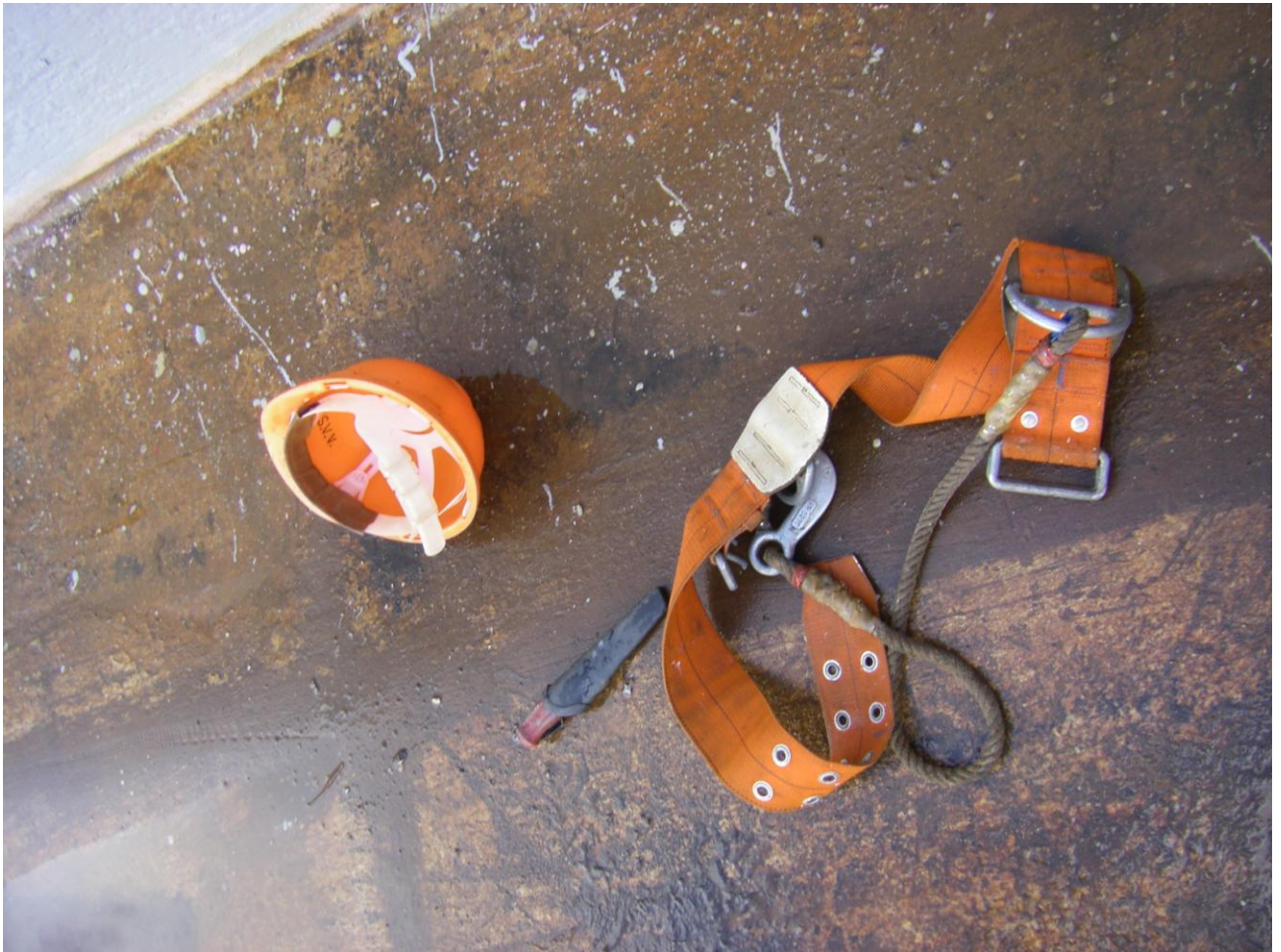


Figure 4. Safety facilities used

4. ANALYSIS

One may conclude, upon analysis of the collected information and the safety facilities used for a high-altitude work, that after receiving a permit to perform this work, neither the workplace nor the person performing the high-altitude work were properly prepared, as no long safety rope was used – it had to be attached to the observer on the top, or a stretched tent should have been used, which would have held the falling man as required by Clause 14.2.3 of the Cypriot Safety at Work Regulations for High-Altitude Works (Circular No. 20/2005 issued on 10 August 2005 and addressed to all owners and managers of ships sailing under the Cypriot flag).

5. CONCLUSIONS

Obvious violation of the safety at work and high-altitude work regulations for ships.

6. SAFETY RECOMMENDATIONS

It is recommended that Kopervik Shipping AS, a Norwegian company that owns Fri Karmsund ship, should take account of this accident and review and update as necessary the requirements for preparing workplaces for high-altitude works and for performing such works, so that they would be consistent with Clause 14.2.3 of the said Regulations.

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