

**Very serious marine casualty**

**MAY 2019**

**Marine casualty  
Safety Investigation  
Law 4033/2011 as amended and  
applies**  
(summary extract of art. 1.b, 4.1.a  
& 4.1.b)

The conduct of Safety Investigations into marine casualties or incidents is independent from criminal, discipline, administrative or civil proceedings whose purpose is to apportion blame or determine liability. The sole objective of the conduct of a safety investigation is to ascertain the circumstances that caused the marine accident or incident through analysis, to draw useful conclusions and lessons learned that may lead, if necessary, to safety recommendations or proposals addressed to parties or stakeholders involved in order to take remedial actions, aiming to prevent or avoid future marine accidents.

The content of this Interim Report is based on current available information and data collected and analyzed during the safety investigation process into captioned marine casualty. The completion of the procedure as defined in relevant legislation may reveal or identify new information, data or evidence and consequently cause changes or amendments in data provided by this Interim Report. All times quoted are local times unless otherwise stated.

**Marine Accident Synopsis**

On 11 May 2018 the Bulk Carrier "Anna M" sailed from the port of Maura Berau (Indonesia) with 23 crew on board and loaded with 39,800 MT of coal in bulk and commenced her laden voyage to the discharging the port of Nanjing (China). On 18 May 2018 she was underway in the open sea (LAT: 27 23.2N/LONG:123 07.3E) near the port of Taizhou, China. At about 11:00, during scheduled maintenance on vessel's crane No1, the Bosun on his effort to release the crane's wire replacement got on the crane's boom but slipped and fell down onto No2 cargo hold's hatch cover and was fatally injured.

Following Anna M departure from Indonesia (Maura Berau), during the inspection carried out from the crewmembers, it was found that a part of the No1 deck crane's hoisting wire was damaged and on 17 May 2018 it was decided to replace it with a new one that was available on board, before her cargo discharging at Nanjing Port.

On the next day, 18 of May 2018, at approximately 08:00 the Bosun and deck crew under the supervision of the Chief Officer made the preparations and proceeded with the replacement of the crane wire. The last part of the process involved heaving up the new wire which was already attached to the old one, until it reached the drum fitted in a small compartment of the crane house. One Able Seaman was inside the crane's control cabin for operating the crane. The Bosun was positioned at the hoisting drum storage compartment, which was located below the control cabin, in order to monitor and arrange the progress of the proper winding of the wire on the drum and report to the Chief Officer who was standing on the top of No.2 cargo hatch cover supervising the whole process. Two Able Seamen were also on the top of the cargo hatch cover No.2 and were assigned to grease the new wire while one Ordinary Seaman and one Able Seaman were on the main deck in front of cargo hatch cover No.1 stacking the old wire up. The wire replacement task was stopped just before 10:00 for the coffee break and was started again at approximately 10:30.

At approximately 11:00, the end of the new wire that was attached on the end of the old one got blocked at the horizontal cross section of the crane's boom and the Chief Officer ordered the crane's operator to stop the operation and following he instructed an AB to go to the forecabin and bring a rope in order to unblock the stuck wire. By that time the Bosun without reporting to the Chief Officer, stepped over the crane's platform railing and pulled himself across the crane boom on a horse riding position towards to the cross section of the boom aiming to unblock the wire. When the Chief Officer spotted the Bosun's action called him to stop and warned him about the unsafe action but unfortunately without any result. The Bosun while at the point of the stuck wire and having released the wire, on his effort to turn his body and return to the platform lost his balance and fell from the boom on the cargo hold hatch cover; a height of approximately 7 meters. As a result of his fall the Bosun suffered severe injuries. The Chief Officer immediately reported the accident to the Master via VHF. Soon after first aid (CPR and medical oxygen supply) was provided to the Bosun by the crew and he was transferred to the vessel's hospital, however no vital signs could be detected. At 22:00 LT the Bosun's body was transferred ashore by the local authorities.

**Points of Interest**

- This Interim Report has been prepared by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.
- The Interim Report has been published for the sole purposes of the safety investigation process with no litigation in mind and should be inadmissible to any judicial or other proceedings (administrative, disciplinary, criminal or civil) whose purpose is to attribute or apportion blame or liability.
- The Interim Report only aims to present a concise summary of the events occurred on the 18th of May 2018 that led to a very serious marine accident.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

**Investigation**

The undergoing safety Investigation and analysis highlighted following contributing and underlined factors as presented in random order:

- the Bosun's risk taking behavior to walk out on the crane's boom, to release the wire rope.
  - Disregard of the working procedures and instructions as the crane boom is not considered a safe working area.
- and others as will be included in the Final Report.

**Final safety Investigation Report**

A draft safety Investigation report is under preparation and is expected to be finalized shortly and circulated to involved and interested parties for consultation.



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## FACTUAL INFORMATION

### SHIPS PARTICULARS

Name	ANNA M
Flag	LIBERIA
Port and number of Registry	MONROVIA, LIBERIA/18493
Ship's type	Bulk carrier
IMO	9146613
Call sign	D5PX9
LOA	181,5 m
Breadth	30.50 m
Year of built	1997
Shipyard	IHI CORPORATION, AICHI WORKS JAPAN
Construction	Steel
Gross Tonnage	24.953 Tons
Net Tonnage	14.272 Tons
Engine / Power	ONE SULZER 6 RTA 48 T/DIESEL UNITED/6990KW PROPELLING POWER
Classification Society	BUREAU VERITAS (BV)
Minimum Safe Manning	13

### Voyage Particulars

Last port of call	Muara Berau (Indonesia)
Trading Area	International Voyages
Cargo on board	COAL
Crew on board	28

### Marine Casualty Information

Date & time	18/05/2018 at 11:00 LT
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	CLOUDY-MOD SEA & BREEZE, STRONG ADVERSE, GOOD VISIBILITY, NNE WIND DIRECTION 3-4 bf
Location of casualty	LAT: 2723, 2N - LONG:12307.3E
Damages to ship	no
Fatalities / injuries / pollution	One person (Bosun) Greek nationality /none/none

### B/C "ANNA M"

