

SUMMARY

In calm weather in the evening of 27 November 2018, the cement carrier ENVIK left Degerhamn. The vessel was moored with the two ropes on the winches and an extra rope that had been brought up from the rope store. No linesmen from shore were used, instead one of the crew members let go of the ropes on the quay. During the unmooring operation, the poop deck was manned with only one AB (able-bodied seaman), and since they did not single up by taking the extra rope in advance, he had to handle three ropes on his own. The AB tried to perform the task by engaging the manoeuvre lever on the port side winch to high speed by using a piece of loose equipment and thus simultaneously collect the rope on the winch and the extra rope on the wrapping drum on the same winch.

As the extra rope was being heaved in, the AB stowed it away in the rope store. At some point, the AB lost control, probably by slipping on the frozen and slippery deck, and got stuck between the rope and the wrapping drum (which stopped due to overload). He was found there shortly after and sent to hospital, but passed away after a long hospital stay.

Causes

The outcome was caused by a combination of that the extra rope was not taken in beforehand, that the deceased AB was working alone, and that the winch was operated in high speed mode. The slippery deck was also a contributing factor.

Underlying factor is that the safety management system, SMS, was not fully implemented, which is indicated by a lack of complete risk assessments, which in turn has allowed unsafe working conditions.

Safety recommendations

After the accident, the shipping company has taken a number of measures, for example regarding risk analyses, manning during mooring operations and landside rope handling, which means that SHK is refraining from issuing any recommendations in these regards. However, SHK finds reason to issue the following recommendations.

The shipping company SMT Cement Ltd is recommended to:

- take measures in order to ensure that the safety management system used on the company's vessels is supplemented, where necessary, and implemented in practice as well as in theory (see sections 3.2 and 3.3). *(RS 2019:05 R1)*

The Swedish Transport Agency is recommended to:

- investigate and, if necessary, improve the supervisory methods used in order to ensure, as far as possible, that the safety management systems of vessels under the agency's charge are implemented and maintained in practice as well as in theory (see section 3.4). *(RS 2019:05 R2)*