



Bundesstelle für Seeunfalluntersuchung

Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of
Transport and Digital Infrastructure

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Press Release 13/15

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 272/14 was published on 28 August 2015. The report deals with the fatal occupational accident on board the container vessel MAERSK SURABAYA. Upon request the report will be forwarded. Alternatively this report – as well as all previous reports – is available on the website <http://www.bsu-bund.de> and can be downloaded.

Fatal occupational accident on board the MAERSK SURABAYA off Shanghai

Short version

At about 0842 on 1 September 2014 the electrician was found very seriously injured in the cargo hold 9 on board the MV MAERSK SURABAYA, anchoring off Shanghai. The 58 year old electrician was occupied with checking the lighting in the cargo holds, replace and repair light sources where necessary. In order to perform these

tasks he climbed into the cargo hold.

Despite immediate resuscitation measures the electrician succumbed to his injuries at about 0930 on board.

The electrician had sufficient experience in the ships operation. It was his second voyage on this this ship. Until the day of the accident,

he had been on board for almost 8 month.

Working hours and rest periods were complied with.

It is reasonable to assume, that he wanted to count the deficient light sources after having repaired the main floodlight so as to collect hem from the store. Thereby he might have lost his footing or

slipped and fell onto the tank deck.

The accident is in all probability due to the inattentiveness of the electrician.

The vessels operator extensively reviewed the accident and took various measures in order to prevent such an accident in the future.

The investigation report was published on 28 August 2015 and can be downloaded from the website www.bsu-bund.de .

Long version:

Fatal occupational accident on board the MAERSK SURABAYA off Shanghai

At about 0842 the electrician was found very seriously injured in the cargo hold 9 on board the MV MAERSK SURABAYA, anchoring off Shanghai.

On the day of the accident the bosun and a deckhand were instructed to clean the cargo hold and top of the casing of the engine room with water. Thereby it was noticed that only a few floodlights were on in the cargo hold and the main floodlights were defective. The electrician had to change the light sources to re-establish a good illumination in the cargo hold.

At about 0830 the electrician climbed down to the bosun who was already in the cargo hold. He immediately repaired one of the main floodlights located at the transverse passageway on the casing. The bosun and the deckhand who had meanwhile joined him started their work in the cargo hold were occupied with rolling out the water hoses on the casing, when the deckhand noticed the electrician lying on the 7,8 deep tank top. The bridge was immediately alerted and resuscitation measures carried out in the cargo hold. Despite this the electrician succumbed to his injuries at the scene.

There were no eye-witnesses.

The electrician had sufficient experience in ship operation. It was his second voyage on this ship and until the day of the accident he was on board for almost 8 month. The working hours and rest periods were complied with. It is reasonable to assume that he wanted to count the deficient light sources after having repaired the central floodlight so as to collect them from the store. In doing so he might have fallen or lost his footing and fell onto the tank top.

The accident is in all probability attributable to the inattentiveness of the electrician.

The vessels owner extensively reviewed the accident and took several actions in order to henceforth prevent such an accident. Three weeks after the accident the owner issued safety recommendations for its own fleet. The actions taken by the owner after the accident improve the attentiveness while carrying out work in the cargo hold. However such accidents cannot be ruled out in the future.

Given the action taken by the owner the BSU abstains from issuing safety recommendations.

Volker Schellhammer
Director

