



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 3/16

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 34/15 was published on 29 January 2016 . The report deals with the fatal accident of the bosun onboard the HANJIN DALLAS in the North Atlantic Ocean en route to New York.

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.

Short version

Marine casualty – deceased bosun on board the HANJIN DALLAS

At about 1 February 2015 the bosun was found virtually unconscious on the forecastle on board the HANJIN DALLAS on the open sea in the North Atlantic Ocean, en route to New York

Despite immediately rendered first aid the casualty deceased later on in the ships hospital.

The BSU was immediately notified by the owner.

The investigation report was published on 29 January 2015 by the BSU and is available on www.bsu-bund.de.

Long version:

Marine casualty – deceased bosun on board the HANJIN DALLAS

The MV HANJIN DALLAS was en route from Singapore to New York. At about 1000 on 1 February 2015 the ships mechanic found the bosun virtually unconscious behind the container lashing bars on a hatch cover located on the forecastle on starboard side.

The Federal Bureau of Maritime Casualty Investigation was notified of the accident at about 1300 UTC by the ship's owner. The ship's owner forwarded all required documents immediately. The chief officer was questioned on 10 June 2015 in the ship's owner's premises in Buxtehude and the scene of the accident was surveyed on 23 September 2015 in the port of New York by an investigation team.

There were no eye witnesses for the course of the accident.

According to witness accounts and documents available on board the master issued a special watch order specifying not to enter the main deck outside the superstructures.

By means of the saved audio recordings on the voyage data recorder and the witness accounts the following facts were determined:

The bosun asked the watch officer (chief officer) at about 0700 for permission to go forward to the cable tier. By all accounts, there was no precise work order. Inter alia, mooring lines, other ropes and lashing equipment are stowed forward in the cable tier and several receptacles of 1 cbm seize with container fittings as well as a bench for repairing these semiautomatic fittings.

After a lengthy discussion and repeated questions of the bosun the chief officer gave in and granted the bosun permission to go forward through the passageway below the main deck, not in the morning, but instead in the afternoon at about 1500, because the storm was supposed to slacken then.

The bosun was last seen by an ordinary seaman at 0840.

At about 0955 the ships mechanic went forward through the passageway. After having arrived forward he had to open the door of the passageway which could only be opened from inside. The ships mechanic opened this door at around 1000 in the sheltered area of the main deck. Then he noticed the lifeless body of the bosun lying close to the stairs one deck above on starboard side.

Thereupon he went to the casualty and pulled him to a sheltered space on starboard side and notified the bridge by a telephone in the cable tier.

The watch officer (third officer) alerted the chief officer who went immediately forward through the passageway.

Then the rescue and resuscitation measures started. However, they didn't succeed. At about 1200 the bosun died in the ships hospital.

It could not be clarified in the framework of the investigation why the bosun went to the forecastle. There was an explicit order not to enter the main deck, and no work order was issued.

It is likely that the bosun was hit unfortunate by the waves at the passageway of the breakwater and washed against the containers. As a consequence, he sustained severe injuries which he succumbed to later on.

The ship's owner extensively reviewed the accident and took several measures in order to henceforth prevent such an accident.

Volker Schellhammer

Director