

Maritime casualty report - Ship and personnel

The master or ship manager shall forward the "Maritime casualty report - Ship and personnel" within 72 hours after the accident. More information on notification and reporting requirements is available on: www.sjofartsdir.no/casualty.

Please forward report to: postmottak@sjofartsdir.no

Post: Norwegian Maritime Directorate, Pb 2222, N-5509 HGSD, Norway

Fax: +47 52 74 50 01

Part A. General Information

Name of vessel: Hagland Captain

Call sign: LAYX7

Vessel type: General Cargo

IMO no: 9521356

Date and time of accident: 23.March 2019, Approximately 1855 LT.

Vessels position at time of accident: 63°00,7'N 007°02,2E

Geographical area: Hustadvika

Type of waters: Coastal Waters

Contact person(s): Hans Erik Lofthus

Telephone: +4748865789

E-mail: shipping@hagland.com

What has happened? Please give a brief summary on the course of events:

During the the voyage over hustadvika: A large wave flushed seawater through the engine room ventilation. A limited quantity of salt water was flushed directly to the shaft-generator resulting in damaged shaft generator and burnt fuses causing power black out, with engine automatic shut down. As the fuses were burnt, emergency generators could not support the engine functions.

The engine shut down by loss of power to fuel-, luboil-, cooling water-pumps and more.

The ship drifted further, without any ground-contact, until anchoring in position: 63°00.2'N - 007°07.7'E.

The crew was evacuated by helicopter, as there were uncertainties to anchor safety, and only a short distance to the nearest beach/rock. The cook stretched his neck during hoisting, and was provided with medical treatment at the hospital. He was signed out from the hospital the day after. Fit for duty.

6 of the crew re-embarked the ship Monday 24th of march, to facilitate towing operations.

Hagland Captain was moored at Averøya Industripark Sunday, March 24th, 2019 at 1450LT.

Standard crew reestablished onboard. Shorebased electrical power established, ballast pumps operational, and the ship regained more or less normal conditions for repair.

If further space is required, continue on page 4 (Part J)

Consequences (please tick of as relevant):

	☐ loss of life	☐ injury	☒ no personal injuries
	☐ vessel lost or abandoned	☒ vessel/equipment damaged	☐ no damage to vessel/equipment
	☐ pollution	☒ damage to cargo/property	☒ no pollution
	☐ near accident/marine incident with imminent danger of loss of life, property or severe pollution.		

Part B. Vessel particulars

Gross tonnage:2984	Built:2012	Breadth:14,4m	Length over all:89,95m
Nationality:Norway		Hull material:Steel	
Class: DNVGL		Trading area: International	
Last class inspection (Place/date):.13.09.2018 - Annual			
VDR type:N/A	Are the records from the accident stored: ☐ Yes ☒ No		

At time of accident:

Vessel's activity: Cargo Transportation			
Loading condition:3345,4mt Pulp logs		Type of cargo: Timber	
Place of departure:Malo		Place of arrival: Skogn	
The vessels course (°): 079 COG ,speed (kn): 11 and draught (m):6,12			
Bridge team composition:Chief officer and lookout. The Captain was additionally present.			
Watch schedule in use:Two watch schedule			
Type of nautical charts used :ENC			Pilot on board: ☐ Yes ☒ No
Persons on board:9	Crew:9	Passengers:0	Other:0

Part C. Injuries and fatalities

Number of injured persons:1	Number of fatalities or missing persons:0
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A	DOB:04.12.1976	☐ Female ☒ Male	Position: Cook
	Nationality: Philipino		Place on board: In sea/air - hoisting
	Accident occurred while injured was: ☐ on duty ☒ off duty		Hours on duty: N/A
	Personal protective equipment used: Immersion suit and evacuating equipment.		
	Type of accident: During HC evacuation		Type of injury: Stretched muscle
	Treatment: ☐ Hospitalized ☐ Medical treatment ☐ First aid		
	Consequence: ☐ Death ☐ > 72 hrs absence from work ☐ < 72 hrs absence from work ☐ Alternative work		

B	DOB:	☐ Female ☐ Male	Position:
	Nationality:		Place on board:
	Accident occurred while injured was: ☐ on duty ☐ off duty		Hours on duty:
	Personal protective equipment used:		
	Type of accident:		Type of injury:
	Treatment: ☐ Hospitalized ☐ Medical treatment ☐ First aid		
	Consequence: ☐ Death ☐ > 72 hrs absence from work ☐ < 72 hrs absence from work ☐ Alternative work		

Part D. Damage to vessel, equipment, cargo or property

Please describe type and extent of damage to vessel, cargo, property or equipment:

Electrical damages caused by seawater. Some bent timber stanchions and approximately 100-150m³ lost timber cargo.

Part E. Pollution

Pollutant: None

Quantity:

UN-number:

Part F. Weather and sea state

Wind direction and force (m/s): West - 22 m/s

Wave height (m): 18m

Visibility:	☐ Good (Over 5 Nm)	☐ Fog (under 0,5 Nm)
	☒ Moderate (2,1 – 4,9 Nm)	☐ Visibility below (0,25 Nm)
	☐ Poor (0,5 – 2 Nm)	☐ Unknown

Lighting: ☐ Daylight ☐ Night/dark ☒ Twilight/dusk ☐ Unknown

Current (direction and force): Not known.

Part G. Causes

What were the immediate physical causes?

A large wave flushing seawater in through the engine room ventilation. Salt water directly to the shaft-generator resulting in damaged shaft generator and burnt fuses causing power black out, with engine automatic shut down. As the fuses were burnt, emergency generators could not support the engine functions. The engine shut down was caused by loss of power to fuel-, lubeoil-, cooling water-pumps and more.

What other factors may have influenced the course of events?

The weather forecast indicated rough weather, though not this rough. Several cooperating ships had sailed the same fairway earlier the same day. Weather forecast indicated 7-8m wave-height. Actual estimated wave-height, as described by the Master, and by the Coast Guard: 15-18m.

Part H. Risk assessment – risk analysis

Has dangers with the work or ship-operation been assessed? How and by whom?

Navigation follows standard voyage planning procedure, and does not require specific risk analysis. The risks were as always considered in advance and during the voyage.

Part I. Preventive action

Has shipboard management or owners taken any preventive action? (short and long term):

Voyage planning is the standard preventing action.

Part J. Comments from the vessel's safety delegate(s)

Not available at the time of report.

Part G. Additional comments, illustrations etc.

Please specify which part the additional information refers to:

This report have been issued based on masters inputs to the company, as computers and internet communications are not readily available after the incident.

The mentioned injury was a light injury, medically examined at the hospital, and concluded fit for duty the next day.

It appears as there are quite a lot of misleading information, hence the mentioned personal injury which was not really an injury. He was however hospitalized with medical examination, kept in hospital over night, and fit for duty the next day.