



SHIPMANAGEMENT

Incident Analysis Report Template

**MSC Samantha – 260518 – Accident
at Dubai Dry-Dock**

INCIDENT ANALYSIS REPORT – MSC SAMANTHA at DUBAI DRY DOCK

Report date: **30.06.18**

Prepared by: **Manish Ashok Gupta**

Incident: **Accident**

Outcome: **Death on board**

Date of Incident: **26.05.18**

Type of Incident: **Electric Shock**

Follow Up Completed: **30.06.18**

PURPOSE OF INVESTIGATION

The purpose of this investigation conducted by MSC Shipmanagement Limited is to determine the circumstances and the causes of the incident with the aim of improving the safety of life at sea and avoiding a similar incident in the future. The conclusions drawn in this report aim to identify the different factors contributing to the accident.

SUMMARY OF INCIDENT

On 26 May 2018, at 0800 hrs, the Second Engineer delegated to the Third Engineer (Mr. Himanshu Sanghvi) the main boiler 'hot well' tank draining and cleaning job. Motor Men (MM) Praveen and Luis were also assigned for internal inspection of the 'hot well'. Adequate Risk Assessment took place and Permit to Work was issued before starting the job taking into consideration the guidelines of the Company's SMS manual.

The Third Engineer opened the drain valve of the Hot Well tank (for draining) and went towards the engine room workshop to overhaul the main boiler mountings and fabricate gaskets for the mountings and valves.

About 1330 hrs MM Praveen and MM Luis started cleaning the hot well tank (after draining the tank).

At about 1530 hrs, the Second Engineer asked the Third Engineer to prepare gasket for the main engine cylinder cover connection while accompanying him for the cylinder connection tasks. The Second Engineer also asked the MM Praveen to accompany them and replaced him with the Trainee Wiper Mr. Shanmugam (for doing the hot well cleaning job).

At about 1600 hrs, the Third Engineer went to check the cleaning progress of the 'hot well' tank (which carried out by Trainee Wiper Shanmugam Maran and Motor man Luis). Wiper Shnamugam was inside the hot well tank whilst Luis was outside and working on his assigned job.

The Third Engineer decided to provide an additional light to Trainee Wiper Shanmugam as he felt that the light inside the tank was not sufficient, so 3/E got the hand lamp and connected it to the extension near the L/T cooler.

The hand held light whilst connected to the extension manifold (kept near the tank) did not switch on. The Third Engineer then tried to adjust the bulb. While adjusting the bulb, Shanmugam saw the Third Engineer shivering with the lamp in his hand and shouted to Luis for help. As quickly as possible, Luis removed the plug from the extension manifold. As soon as, the plug was detached, the third engineer fell down near the cooler drip tray.

Immediately, MM Luis rushed and informed 2/E who in turn informed Master over the phone in ship's office about the incident and to arrange for dock medical team to arrive on ship asap.

The Dry Dock medical team arrived at 1630 hrs and tried to revive the person by CPR and other means.

The Dubai hospital team arrived at 1645hrs and continued with CPR.

Later at 1730 hrs, the medical team declared him dead.

At 1930 hrs, the local police gave clearance for his body to be removed from the vessel and the body immediately removed and sent to the police mortuary.

PROBABLE CAUSES

3/E had one foot inside the drip tray of the cooler where there was mud and water mixture from cooler cleaning. This must have made the electric circuit complete to earth.

When the light did not switch on, without switching off the power supply, the 3/E tried to adjust the bulb with casing of hand lamp on his body. During this time, he came in contact with broken wire (found later) with supply connected and not realizing that in case of any leak, the possibility of an electrocution was enormous.



Following document were already submitted as a practice followed on board:

- Electrical hand lamp Inventory