

IMCA Safety Flash 26/19

November 2019

These flashes summarise key safety matters and incidents, allowing wider dissemination of lessons learnt from them. The information below has been provided in good faith by members and should be reviewed individually by recipients, who will determine its relevance to their own operations.

The effectiveness of the IMCA safety flash system depends on receiving reports from members in order to pass on information and avoid repeat incidents. Please consider adding the IMCA secretariat (imca@imca-int.com) to your internal distribution list for safety alerts and/or manually submitting information on specific incidents you consider may be relevant. All information will be anonymised or sanitised, as appropriate.

A number of other organisations issue safety flashes and similar documents which may be of interest to IMCA members. Where these are particularly relevant, these may be summarised or highlighted here. Links to known relevant websites are provided at www.imca-int.com/links. Additional links should be submitted to info@imca-int.com

Any actions, lessons learnt, recommendations and suggestions in IMCA safety flashes are generated by the submitting organisation. IMCA safety flashes provide, in good faith, safety information for the benefit of members and do not necessarily constitute IMCA guidance, nor represent the official view of the Association or its members.

1 Grounding of Bulk Carrier *Kuzma Minin* at Falmouth

What happened?

The UK Marine Accident Investigation (MAIB) has published its report into the grounding of the Russian bulk carrier *Kuzma Minin* at Falmouth Bay, England, in December 2018.

See [here](#) for the fuller MAIB report.

What went wrong?

Kuzma Minin ran aground after dragging its anchor and was successfully refloated on the next high water. Damage included shell plate deformation and breached tanks. The vessel dragged its anchor in strong winds. Although the movement towards the shore was quickly detected by the bridge watchkeeper, the actions taken to proceed to sea were interrupted by the anchor becoming fouled by a discarded length of anchor chain. As focus was turned to clearing the anchor, *Kuzma Minin* was blown towards the shore at a speed of over 2 knots.



Falmouth's harbourmaster used local resources to refloat the vessel but concerns over *Kuzma Minin's* lack of Protection and indemnity (P&I) insurance cover, and its owner's lack of co-operation in appointing a salvor, caused unexpected pressures.

The financial situation of the owners meant that *Kuzma Minin's* Master was unable to replenish bunkers and lube oil, which influenced his decision to remain at anchor on a lee shore when strong winds were forecast.

Kuzma Minin's lack of P&I insurance led to concerns over responsibility for salvage payment, which hindered the appointment of experts and the ability to secure the services of an additional tug that was on passage nearby.

What lessons were learned?

Vessels should be adequately resourced to operate safely and in accordance with international conventions, taking into account the potential consequences of vessels having insufficient fuel and oils, and the statutory requirement to maintain P&I insurance.

Members may wish to refer to:

- ◆ [Listing, Flooding and Grounding Of Vehicle Carrier *Hoegh Osaka*](#)
- ◆ [Don't Lose Your Tow in Heavy Weather](#)

2 Use of Surge Protected Devices On-board Vessels

What happened?

A surge protected extension lead failed resulting in it overheating and burning. Surveyors heard an audible 'snap' and then observed that three of their monitors had lost power. The vessel electrician was called to investigate and noted that a circuit breaker in the switchboard had tripped. The electrician reset the breaker, which was then followed by a distinct burning smell coming from a 4-way extension lead on the survey desk.

The extension lead was immediately isolated and removed. This equipment was the property of the third-party survey contractor.

What went wrong?

The extension cable was protected by an anti-surge system that relied on a fixed earth and varistors to allow passage of current to earth in the event of a power spike or surge. This design is to protect the equipment connected to the extension lead during very short power spikes, typically lightning strikes, not prolonged events where overheating could occur.

Vessels use residual current devices (RCDs). These devices effectively need to see balance on each phase and in the instance of a short on either phase, will trip the breaker/RCD. When the extension lead was connected to the ships power supply, the varistors heated up until one of the phases saw more or less current, thus tripping the breaker/RCD.

What actions were taken?

- ◆ Ensure all electrical extension leads are examined to confirm compatibility with vessel electrical system;
- ◆ Remove all unsafe items from use immediately.

Members may wish to refer to:

- ◆ [Surge Protective Devices Onboard Vessels](#) the United States Coast Guard published in April 2013 a Marine Safety Alert on surge protective devices. Subsequently, an updated and corrected version of this information was made available as [Marine Safety Alert 03-13b](#). The alert covers the risk of fire arising from the misuse of certain voltage surge protective devices used in mains electric circuitry on-board vessels. A marine casualty investigation of two separate stateroom fires onboard a US flagged container ship revealed that the sources of the fires were attributed to the use of surge protective devices plugged into a lighting circuit.
- ◆ [Near Miss: Burnt Out Electrical Socket](#)

3 Petzl Pixa Lights as Potential Dropped Objects

A member has noted that certain headlamps supplied for use with certain helmets, as used extensively for working at height in the offshore renewables sector, could come loose and fall. This is owing to a supplied mounting plate which does not correctly fit, leading to the possible consequence of a light mounted on the helmet using the mounting plate not being securely fixed to the helmet, and thus becoming a potential dropped object.

The lamps and helmets in question are the Petzl Vertex helmet and Petzl Pixa light, supplied by the manufacturer Petzl. **Petzl Benelux** has been contacted on the topic. Petzl is currently testing an improved version of the mounting

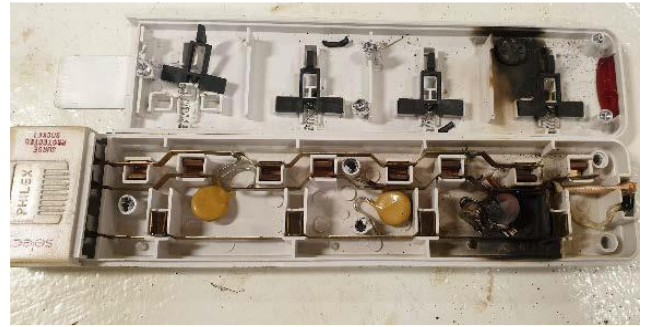


plate and stated that they expected to start production at the beginning of November, and first deliveries are expected mid-November. From that moment all new Pixa headlamps should fit the Petzl helmets perfectly.



Petzl Vertex climbing helmet with light loose

For all climbing activities, specialized personal protective equipment (PPE) is used; for example, Petzl Vertex climbing helmets supplemented with a Petzl Pixa light. This light can be mounted on the helmet in one of three ways:

1. Using the supplied elastic band around the helmet;
2. Using the supplied mounting plate, which holds in the slot at the front of the helmet;
3. Using the Pixadapt, that glues on top of the helmet (not supplied with the light).

Petzl Pixa Light As Dropped Object

With newer Petzl Vertex helmets and Petzl Pixa lights, the supplied mounting plate would not solidly click in the helmet slot. After inserting the mounting plate, it would slowly creep up, out of the helmet. As a consequence, Pixa lights mounted on the helmet using the mounting plate were NOT securely fixed to the helmet and are a potential dropped object.

What actions should be taken?

Check your Petzl Vertex helmet and Petzl Pixa light to ensure the light is properly fixed and does not come off your helmet. If the mounting plate (method 2) does not fit properly, you may still use the light:

- ♦ By method 1: using the elastic band that is supplied together with the light, or
- ♦ By method 3: ordering the Pixadapt and fixing the light on top of your helmet, following Petzl's installation instructions.

4 Snake On-board Vessel

What happened?

During a safety walk round, it was observed that a snake was on top of the anchor winch while vessel was at anchor near a port.



What were the causes?

Summer is the season where personnel can come into contact with snakes due to warm weather. In ports in some parts of the world, it is a common occurrence for snakes to climb up chains and ropes.

Actions to be taken in case of snake bite:

- ◆ Move the person beyond striking distance of the snake;
- ◆ Cover the wound with a loose sterile bandage;
- ◆ Remove any jewellery from the area that was bitten;
- ◆ Have the person lie down with wound below the heart;
- ◆ Be ready to describe the snake to emergency staff, pictures of the snake will be helpful;
- ◆ Contact DPA for shore medical assistance arrangements.

5 Near Miss: Emergency Stop Pressed Accidentally

What happened?

During DP operations a vessel lost its Port azimuth thruster. The vessel suspended DP operations and safely pulled out of the 500m zone to allow investigation. It was discovered that a crew member, while passing near to the port azimuth thruster control panel in the engine control room, inadvertently hit the emergency stop button with his elbow, resulting in a stoppage of the thruster.



What were the causes?

- ◆ Lack of situational awareness;
- ◆ There was a guard in place protecting the emergency stop switch, but it was not effective.

What actions were taken?

- ◆ All similar emergency stop buttons are to be identified throughout all vessels and replaced.

Members may wish to refer to:

- ◆ [Accidental activation of emergency stop during saturation diving operations](#)
- ◆ [Accidental shutdown of main engines](#)
- ◆ [Inadvertent opening of circuit breakers](#)