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8.2.11 Weights being added to end of gangway.

8.2.12 Gangway rigged after recovery wth safety net beneath.

REPORT INTO GANGWAY ACCIDENT INVOLVIING THE DANISH REGISTERED CARGO VESSEL "DANIA KIRSTEN" AT SOUTH JETTIES IN THE PORT OF CORK ON 21ST JANUARY, 2003.

The Marine Casualty Investigation Board was established on the 5th, June 2002 under The Merchant Shipping (Investigation of Marine Casualties) Act 2000

CONTENTS

1. SYNOPSIS.

1.1 This accident occurred on the 21st January 2003 at the South Jetties in the Port of Cork and resulted in the above ship's gangway falling into the water when Mr. Brian Geary, a Stevedoring Supervisor, was on the gangway attempting to gain access to the ship. Mr. Geary also fell into the water with the gangway and was rescued some time later in an unconscious state. He was removed at first to the South Infirmary Hospital, Cork and subsequently transferred to the University College Hospital, Cork, where he died on the 6th February 2003.

2. FACTUAL INFORMATION

2.1 The vessel had sailed from Frederikshavn, Norway to Cork and arrived on the 21st January 2003 at 05.30 hrs. It was docked with ship's head up-river and port side to the quay. The ship was carrying a cargo of fertilizer for Grasslands Fertilizers Ltd., Carrigrohane Road, Cork. The Shipping Agents were Ronayne Shipping Ltd., Mainport, Monahan Road, Cork. The next port after Cork was scheduled to be Heroya, Norway. Discharge of cargo commenced at 10.00 hrs. The total number of crew including the Master was nine.

2.2 DESCRIPTION OF THE VESSEL

NAME OF SHIP:	"DANIA KIRSTEN"
PORT OF REGISTRY:	DANIA
CONSTRUCTION:	STEEL
TYPE OF VESSEL:	GENERAL CARGO
CALL SIGN:	OZQF2
IMO NO.:	7529988
LENGTH OVERALL:	79.98M
LENGTH BP:	74.50M
BREADTH MOULDED:	13.75M
DEPTH TO MAIN DECK:	6.52M
DRAUGHT CWL:	5.37M
G.T.:	1882
N.T.:	1112
YEAR OF BUILD:	1976
CLASS:	DNV
LOADLINE:	DNV
SAFCON:	DNV
SAFETY EQUIPMENT:	DNV
IOPPC:	DNV
SAFETY MANAGEMENT:	GL
DOC:	GL
SAFETY RADIO:	DNV
SAFE MANNING:	FLAG
OWNERS:	P/R Dania Kirsten, Veg 33, Mariager, Denmark.
OPERATORS:	Ship Cargo, Aalborg, Denmark

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2.3 CREW LIST

NAME	RATING	NATIONALITY
Mr. Andreas Wandel	Captain	Danish
Mr. Antolin Mendez	Chief Officer	Filipino
Mr. German Tiscenko	Chief Engineer	Lithuanian
Mr. Jan Iversen	Ord. Seaman / Gen. Purpose	Danish
Mr. Roland Grudzinskas	Motorman	Lithuanian
Mr. Alejandrino Corpuz	Able Seaman / Gen. Purpose	Filipino
Mr. Kasper Knudsen	Cadet	Danish
Mr. Arunas Matevicius	Able Seaman / Welder	Lithuanian
Mr. Aleksanddr Caregorodcev	Able Seaman / Cook	Lithuanian

3. EVENTS PRIOR TO THE INCIDENT

3.1 Stevedoring Supervisor, Mr. John Geaney of Ronayne Shipping Ltd. was on duty and he was due to be relieved by Mr. Brian Geary at the time of the accident. Also on duty as dockers were Mr. Brendan Coade and Mr. Jimmy Reagan. Mr Coade was on shore directing the loading of trucks, which were being filled from a hopper, which in turn was being filled by a crane that was off-loading the ship. Mr. Reagan had gone to another ship to retrieve some shovels when the accident occurred and only came upon the scene as he returned.

3.2 The ship docked at 05.30hrs in the morning facing head up-river and port side to the quay. The gangway required some minor repairs before it could be rigged. The repair work was carried out by crewmember Mr.Arunas Matevicius an AB/Welder. This involved taking a stanchion from the ships bulwark ladder and putting it into the right hand (facing the ship) gangway stanchion bracket nearest to the ship's end of the gangway. This was carried out because the gangway stanchion had been broken in bad weather en-route from Frederikshavn. This left the bulwark ladder short of one of its stanchions, however this did not have any part to play in the accident.

3.3 The gangway (6 metre long by 0.560m wide with 0.360m centre on steps) was rigged at a position which placed it between the ships bulwark on the port side on the main deck and the quay side. The gangway has provision for five stanchions on each side but only four were fitted. The two stanchions nearest to the quayside are missing. The upper safety lines on each side are of 3-strand polypropylene 16mm diameter. A safety net was not rigged in the normal way, which would be to attach it to the ship and splay the net out and away from each side of the gangway. Instead, the net with mesh of 90mm x 90mm was permanently attached to the gangway sides and this did not allow for the net to be splayed out.

3.4 The Captain had instructed the deck crew to keep a regular watch on the gangway as the tide was falling. At 12.00hrs the gangway was shifted due to the falling tide. It was shifted aft of its original position to the Poop Deck level at the position of the Port side bulwark door. As the level of the ship continued to fall relative to the quay the bulwark door was closed at approximately 13.30hrs by the Chief Officer, Mr. Iversen and Mr. Corpuz and the gangway was lifted up to the level of the top of the bulwark where it rested on a removable securing bracket which was clamped to the top of the bulwark door.

3.5 The deck crew went on a break at 1400hrs and Mr. Iversen stated that he noticed that at that time the gangway had been disconnected from the ship and was on the quayside away from the ship but overhanging the quayside. Mr. Iversen and all other crew members interviewed have stated that they are not aware of who disconnected the gangway but that it was normal practice on the ship to carry out the procedure of pushing the gangway away from the ship when the level of the ship dropped below the quay side. At the time of the accident the Chief Officer Mr. Antolin Mendez, Ordinary Seaman Mr. Jan Iversen and Able Seaman Mr. Alejandrino Corpuz were in the Mess room.

4. THE INCIDENT

4.1 At approximately 14.30 hrs Mr. Geary arrived in his car and before leaving his car he made a mobile telephone call to Mr. Brian Brickley of Grasslands Fertilizers Ltd., the owners of the cargo. On completing the telephone call it appears that Mr. Geary left his car and walked towards the ship and along the gangway, part of which was left overhanging the side of the quay. There were no witnesses who saw Mr. Geary make his way towards the ship and no witnesses who saw him or the gangway fall into the water.

4.2 When the Chief Officer had finished his break he left the Mess Room and went out on to the deck where he immediately noticed that the gangway was missing. He called to Mr. Iversen to come out and they both looked for the gangway but could not find it. He then looked down and could see that there was a person wearing a fluorescent safety jacket in the water. He called out to the shore personnel for assistance and ran to the Captain's cabin and told him about the person in the water. The Captain in turn called the ships agent Mr. Pascal Cahalane of Ronayne Shipping Ltd., who called the Fire Brigade and Ambulance Service.

4.3 The Chief Officer went back out on deck and lowered the ship's rescue boat hoist wire and hook to the water where by then Mr. Geary was being assisted by Mr. Brendan Coade who had jumped into the water with a lifebuoy and line. Mr. Coade secured the wire around Mr. Geary who was then lifted up and on to the quayside, and removed to South Infirmary Hospital, Cork.

5. EVENTS FOLLOWING THE INCIDENT

5.1 The gangway was subsequently recovered from the water with the assistance of a diver and the ship's rescue boat davit. There was no damage caused to the gangway and it did not require any further repairs.

5.2 In order to establish the minimum amount of overhang that the gangway would have to have in order to tip into the river with the weight of a person standing at the overhanging end arrangements were made for the following test to be carried out. It is understood that Mr. Geary weighed approximately 86Kg and weights equivalent to this amount were secured to the end of the gangway and the gangway was then slowly pushed over the quayside until it started to tip. The amount of overhang was measured at this point and found to be 1.7 metres. At the time of the accident the distance of the ship's bulwark door from the quayside was estimated to be approximately 2.5 metres. Therefore it can be estimated that the distance between the ships end of the gangway and the ship's bulwark would be 0.8 metres which would be consistent with the distance that someone on the ship would be able to push the gangway away from the ship.

6. CONCLUSIONS

6.1 The Merchant Shipping (Means of Access) Regulations of 1988, S.I. 108 of 1988 Rule 4(2), (a), (b) and (d). Rule 5(2), (b), Rule 10(2) were not complied with.

7. RECOMMENDATIONS

7.1 It is recommended that a report of the accident be sent to the Danish Government where the ship is registered.

7.2 A Marine Notice should be issued reminding Port Authorities, owners and shipmasters of the need to provide safe means of access to vessels.

8. APPENDICES

8.1 Copy of section of navigation chart showing position of ship.

8.2 Photographs

8.1 Copy of section of navigation chart showing position of ship.

Place	Lat N	Long W.	Heights in metres above datum MHWS	MHWN	MLWN	MLWS	Datum and Remarks
gaskiddy	51°50′	8°19′	4·3	3·3	1·4	0·5	0·13m above Ordnance Datum (Dublin)
rino Point	51 53	8 20	4·3	3·3	1·3	0·4	0·13m above Ordnance Datum (Dublin)
k City	51 54	8 27	4·6	3·6	1·6	0·6	0·13m above Ordnance Datum (Dublin)

APPENDIX 8.1

8°25′ 24′

INTERNATIONAL

No 1773

CHART SERIES

REPUBLIC OF IRELAND—SOUTH COAST

PORT OF CORK UPPER HARBOUR

DEPTHS IN METRES

Depths are in metres and are reduced to Chart Datum, which is approximately Lowest Astronomical Tide.

Heights are in metres. Underlined figures are drying heights above Chart Datum; all other heights are above Mean High Water Springs.

Positions are referred to Ordnance Survey of Ireland.

Navigational marks: IALA Maritime Buoyage System—Region A (Red to port).

Projection: Gnomonic.

Sources: The origin, scale, date and limits of the hydrographic surveys used in compiling the chart are shown in the Source Data Diagram. The topography is derived chiefly from the Ordnance Survey of Ireland maps.

SATELLITE-DERIVED POSITIONS

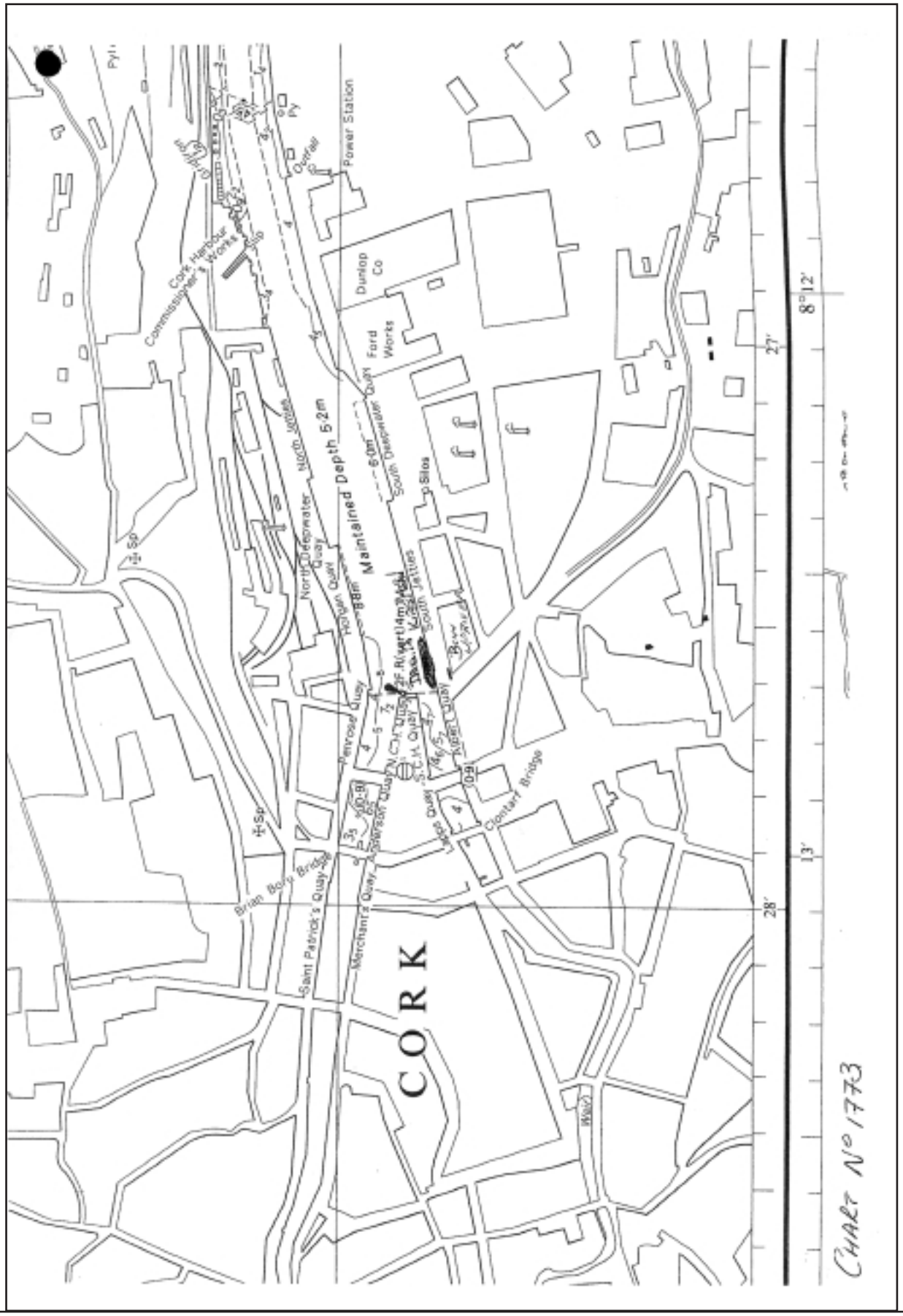
Positions obtained from satellite navigation systems are normally referred to WGS 84 Datum; such positions should be moved 0·02 minutes SOUTHWARD and 0·04 minutes EASTWARD to agree with this chart.

SOURCE DATA

Cork Harbour Commissioner's Surveys			Admiralty Surveys (Leadline)		
a	1992	1:1000–1:5000	c	1903	1:5220
b	1961–74	1:2500	d	1843–88	1:9050–1:10 560

APPENDIX 8.1

CONTD.



8.2.1 The position of the bulwark door and distance from quayside. At the time of the accident the ship was reported to be even further away from quayside

8.2.2 Bulwark door - Portside with removable bracket

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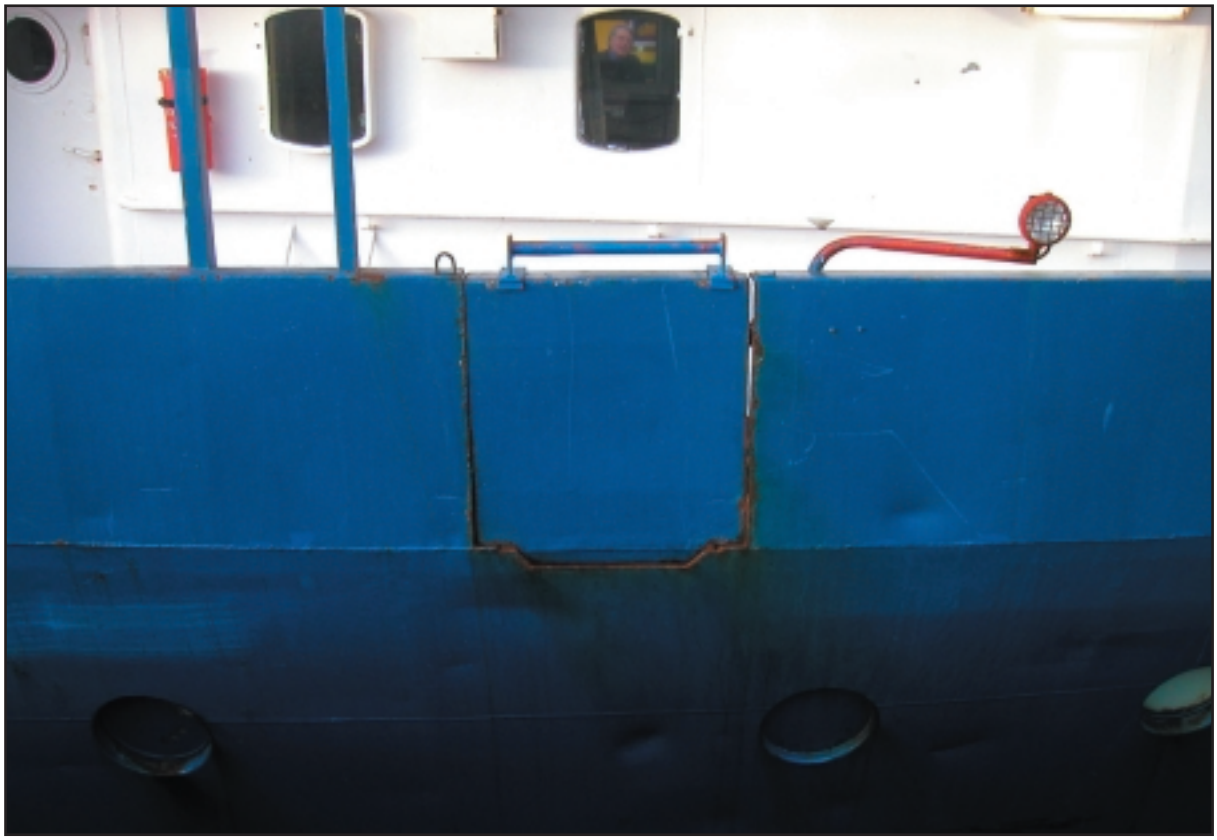
8.2.3 Bulwark door - Portside



8.2.4 Temporary access being rigged until gangway recovered

8.2.5 Plate on gangway "safe load 225kg or 3 persons"

8.2.6 Side end of gangway. First set of stanchions not fitted, but roped off.

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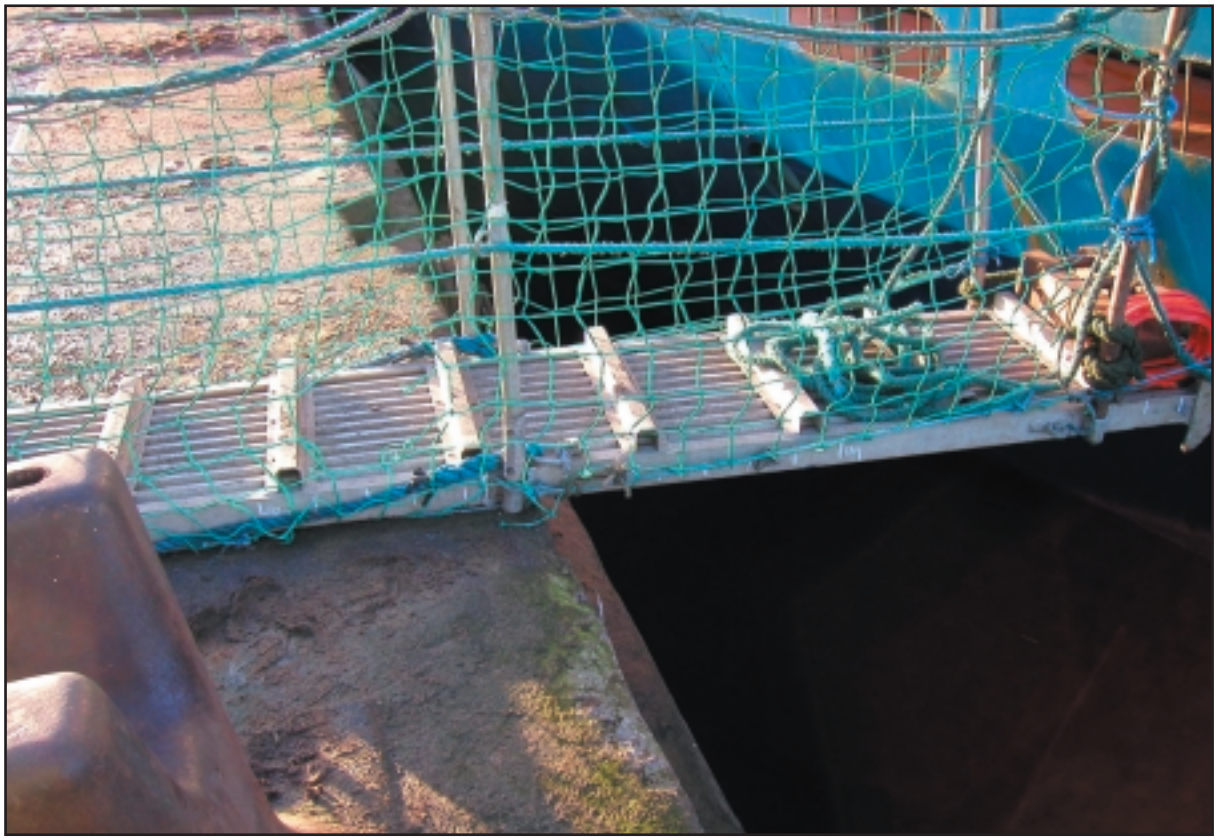
8.2.7 Gangway at 1.7m overhang and starting to tip



8.2.8 Name palte of manufacturer: Harbinger Porducts - Netherlands, Belgium

8.2.9 Gangway being recovered from water.

8.2.10 Weights = 86kg