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## Shifting cargo causes emergency Lessons learned – Eemslift Hendrika

Dutch Safety Board: 5 April 2021, cargo vessel Eemslift Hendrika ran into difficulties in a storm. During the voyage, several azimuth thrusters (hold cargo) shifted, puncturing an anti-heeling tank and ballast water tanks. Water flowed from the ballast tanks into the cargo hold. A list developed. The crew were evacuated. The vessel continued on automatic pilot until propulsion cut out. A boat (deck cargo) was lost, taking a deck crane jib with it. The jib became stuck under the waterline, damaging the hull. The vessel was eventually towed to safety.

### Conclusions

Making an open sea voyage in predicted bad weather, against owner's advice, pushed the margins of safe navigation. At no time did the operator and owner give a direct order to take a safer, alternate route.

The lashing system could not handle the conditions and failed. The lashing system theoretical load capacity was sufficient. But, the cargo was not lashed into the hold by the crew in accordance with the plan. Different forces were exerted on the lashings than previously calculated.

The operator did not provide a control mechanism to guarantee that cargo was lashed according to the plan. The shipping company's extensive loading/lashing knowledge and experience was not (pro)actively shared.

Storm conditions:

wind: force 9, waves 10-15m

Losses during storm

boat, crane jib

damage

hull, anti-heeling & ballast tanks

1

### DIRECTIONS TO MASTER

Ship owner to use the possibility of imposing instructions where the safety of crew or ship is likely to be compromised.

2

### LASHING PLAN

Ensure stowage/lashing reality matches the plan. Use existing knowledge experience of shipping cargo and share it with crew and all involved

LINK:

[https://www.swedishclub.com/media\\_upload/files/Loss%20Prevention/Fire/TSC%20Fire%20Guide%20%28web%29.pdf](https://www.swedishclub.com/media_upload/files/Loss%20Prevention/Fire/TSC%20Fire%20Guide%20%28web%29.pdf)