

**Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:**

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

**NOTE**

This report is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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## Interim report on the investigation of the fatal accident during mooring operations on board the bulk carrier *Mona Manx* at Puerto Ventanas, Chile on 26 August 2021

*The information contained in this interim report is based on the various aspects of the investigation completed to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.*

### FACTUAL INFORMATION

At 0836 on 26 August 2021, the second officer on board the Isle of Man registered bulk carrier *Mona Manx* was fatally injured when he was struck by a recoiling mooring line during berthing operations at Puerto Ventanas, Chile.



*Mona Manx*

The line had become entrapped in way of a fixed shoreside fender and suddenly released without warning as the vessel moved astern alongside the berth under engine control. The line recoiled with a vertical component, striking the second officer's head and knocking him unconscious. A nearby able-bodied seaman immediately reported the accident to the bridge team and the pilot, who was on the bridge, called for an ambulance. At 0842, the shoreside medical team arrived on board and declared the second officer deceased at 0850.

### INVESTIGATION

This investigation is being carried out by the UK Marine Accident Investigation Branch (MAIB) on behalf of the Isle of Man Administration in accordance with the Memorandum of Understanding between the MAIB and the Red Ensign Group Category 1 registries of Isle of Man, Cayman Islands, Bermuda and Gibraltar. The MAIB's investigation has considered the identified aspects of the accident to determine the causes and circumstances of the fatal injury to the second officer. These include the assessment of the risks associated with the intended mooring operation and the available operational guidance for such activities.

### ONGOING ACTION

The MAIB investigation is complete and a draft report is being prepared and will be distributed to stakeholders for a 30-day consultation period in due course.

## SHIP PARTICULARS

Vessel's name	<i>Mona Manx</i>
Flag	Isle of Man
Classification society	Nippon Kaiji Kyokai
IMO number/fishing numbers	9801706
Type	Bulk carrier
Registered owner	Mona Marine Ltd
Manager(s)	Union Marine Management Services Pte. Ltd
Year of build	2017
Construction	Steel
Length overall	199.90m
Registered length	196.13m
Gross tonnage	35,606
Minimum safe manning	15
Authorised cargo	Dry bulk

## VOYAGE PARTICULARS

Port of departure	Callao, Peru
Port of arrival	Puerto Ventanas, Chile
Type of voyage	Ballast
Cargo information	Ballast
Manning	20

## MARINE CASUALTY INFORMATION

Date and time	26 August 2021 at 0836 (UTC-4)
Type of marine casualty or incident	Very Serious Marine Casualty
Location of incident	Port side aft
Place on board	Main deck
Injuries/fatalities	1 fatality
Damage/environmental impact	None
Ship operation	Mooring operation
Voyage segment	Arrival
External & internal environment	Wind: south-easterly force 2; swell: south-westerly 1m; visibility: clear.
Persons on board	21