Rationalities in Accident Reporting

Sisse Grøn & Fabienne Knudsen
Centre of Maritime Health and Safety
University of Southern Denmark
ISMH 11
Odessa, Ukraine
Safety Culture and Reporting Practice on Danish Ships in Danish International Ships Register (SADIS)
The puzzling background of SADIS

<table>
<thead>
<tr>
<th>Nationality of injured seafarers</th>
<th>Total number of identified accidents</th>
<th>Time at risk</th>
<th>Accident rate per 1.000 years at sea</th>
<th>Crude IRR</th>
<th>Adjusted IRR (95% CI)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Europeans</td>
<td>321</td>
<td>3038</td>
<td>106</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>East Europeans</td>
<td>73</td>
<td>820</td>
<td>89</td>
<td>0.84 (0.65-1.09)</td>
<td>0.65 (0.50-0.85)</td>
</tr>
<tr>
<td>South East Asians</td>
<td>68</td>
<td>1670</td>
<td>41</td>
<td>0.39 (0.30-0.50)</td>
<td>0.29 (0.22-0.38)</td>
</tr>
<tr>
<td>Total</td>
<td>462</td>
<td>5528</td>
<td>84</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Incidence of accidents and adjusted IRR aboard Danish cargo ships in international trade in 2003 among different nationality categories. Only accidents which could be merged with a specific employment are included. The adjusted IRR includes adjustment for ship size, charge and age.
Difference in the number of reported accidents
Theoretical inspiration

‘Communities construct safety from the heterogenous materials of cultural referents, artifacts, rules, and constraints that originate inside and outside the formal boundaries of the organisation’

Data

- 333 reported accident forms - 9 months
- From the Maritime Authorities and Radio Medical
- 10 interviews with key persons
- 43 interviews with seafarers
Purposes of reporting work accidents

- Compensation
- Surveillance
  - Company
  - National
  - International
- Comparison and competition
- Learning and prevention
A form

D – Hændelsesforløb

Beskriv:
hvilken handling tilskadekomne udførte i ulykkesøjeblikket, og evt. hvilket redskab eller maskine som blev anvendt,

hvilken hændelse, der førte til skaden, og evt. hvilket redskab, maskine eller byrde det gik galt med,

hvilken måde skaden skete på, og evt. hvilket redskab, maskine eller byrde, som var årsag til skaden.

<table>
<thead>
<tr>
<th>Stedet for ulykkesæde</th>
<th>Dæk</th>
<th>Opholdsrum Maskinrum</th>
<th>Kabys Tank</th>
<th>Rig/mast/kran Tilgangsveje</th>
<th>I hand Udenbords</th>
<th>Andet</th>
<th>Hvor var skibet?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lastrum</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>I søen</td>
</tr>
</tbody>
</table>

E – Oplysninger om skaden og dens følgevirkninger

<table>
<thead>
<tr>
<th>Skadens art (sæt kun ét kryds):</th>
<th>Skadet del af legemet (sæt kun ét kryds):</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 Blæddelskade (slag, blå mærker)</td>
<td>01 Hoved undtagen øjne</td>
</tr>
<tr>
<td>02 Hjernoystelse og indre kvæstelser</td>
<td>02 Øjne</td>
</tr>
<tr>
<td>03 Sårskade</td>
<td>03 Hals</td>
</tr>
<tr>
<td>04 Mistet legemsdel</td>
<td>04 Ryg, rygrad</td>
</tr>
<tr>
<td>05 Abent knogelbrud</td>
<td>05 Brystkasse, brystorganer</td>
</tr>
<tr>
<td>06 Lukket knoglebrud</td>
<td>06 Bug, bugorganer</td>
</tr>
<tr>
<td>07 Forskydning af led</td>
<td>07 Skulder, overarm, albueled</td>
</tr>
<tr>
<td>08 Forsvunng, forvidning, forstækning</td>
<td>08 Underarm, håndled</td>
</tr>
<tr>
<td></td>
<td>09 Andet (beskriv nedenfor)</td>
</tr>
</tbody>
</table>

= A patchwork of intentions and rationalities
Compensation

’Scavang cleaning of main engine. Continuous work in an awkward position.’ (Lumbago)

’Hansen woke up feeling pain. Injured person has perhaps been sleeping in an awkward position or done an awkward movement. No heavy work prior to the incident’. (back pain)
PPE

‘Mounting insulation material before closing door to boiler in engine room. Ventilation caused some of the insulation material to get into his eyes. He was wearing the right eye goggles, but they did not fit his nose properly.’
Blame

‘The injured person was carrying out grinding in cargo hold with an angle grinding machine. The IP was performing grinding work using the angle grinder. He was grinding on the cell guide for app 20 min and then suddenly he lost control. Even though he was familiarized with the angle grinder, still he failed to use the angle grinder appropriately.’
CMA

‘On the 16th May at approximately 09.15 the 3rd engineer was overhauling deck sealing ...pump. When completed the 3rd engineer started the pump for checking it was running ok, and by unfortunate occurrence he got his left index finger inside too close to the running shaft. Unfortunately there were no witnesses’
Rationalities in reported accidents

- Medical
- Legal
- The Risk & Safety toolbox
- Reporting on dissatisfaction with colleagues
'Continuous work in an awkward position'.

'Still he failed to use the angle grinder appropriately. '

He was wearing the right eye goggles, but they did not fit his nose properly.'
So we have…

- A network of actors and communities of practice?
- Or a battlefield of actors and communities of practice?

There seems to be some ground for confusion about the purpose of reporting.
Thank you

And remember to see the sequel!