

**REPORT INTO
THE DEATH
OF CHIEF OFFICER
ON M.V. "ARKLOW VALOUR".**

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

The copyright in the enclosed report remains with the Marine Casualty Investigation Board by virtue of section 35(5) of the Merchant Shipping (Investigation of Marine Casualties) Act, 2000. No person may produce, reproduce or transmit in any form or by any means this report or any part thereof without the express permission of the Marine Casualty Investigation Board. This report may be freely used for educational purposes.

1.	SYNOPSIS	4
2.	FACTUAL INFORMATION	5
3.	EVENTS PRIOR TO THE INCIDENT	6
4.	THE INCIDENT	7
5.	EVENTS AFTER THE INCIDENT	8
6.	CONCLUSIONS	9
7.	RECOMMENDATIONS	10
8.	APPENDICES	11

1. SYNOPSIS.

- 1.1 On 24th May 1993, the Chief Mate of the "Arklow Valour" was found dead at about 09.05 hours, by one of the crew. The Chief Mate was lying in the prone position on the deck of the void space known as the "Bandstand". He was removed from the space by the crew but was found to be dead on arrival in hospital. The incident occurred in the port of Villagarcia in Northern Spain.

No other vessel was involved in this accident.

2. FACTUAL INFORMATION

- 2.1 The "Arklow Valour" loaded a full cargo of Woodchip (2229 Tonne) in the main cargo hold in Wicklow on Thursday 20th May 1993. A deck cargo of logs was loaded, totalling 368 tonne. The vessel sailed from Wicklow at 22.15 hours on 20th May for Villagarcia in Spain.
- 2.2 The cargo was compacted by a small bulldozer so that it was tightly packed until the cargo was about 9" from the top of the hatch coaming. Some bundles of logs were stowed in the after end of the hold due to shortage of Woodchip.
- 2.3 The voyage to Villagarcia was uneventful although the weather was not very good.

3. EVENTS PRIOR TO THE INCIDENT

- 3.1 The "Arklow Valour" arrived in Villagarcia at 17.10 hours on Sunday 23rd May 1993. The Chief Officer and the crew removed the cargo lashings from the deck cargo of logs. The straps were laid out on the starboard side of the forecastle deck ready to be put down the forecastle store in the morning. The wire lashings and bottle screws were laid out on the port side of the forecastle deck. At this time one of the crew, A/B Mr. Curtis asked the mate if the wire lashings and bottle screws were going to be stowed in the "Bandstand". The mate told the crewmember that all the lashings were to be left on deck as no one was allowed to enter the "Bandstand" whilst there was cargo in the hold. The mate and crew finished work on the deck at about 18.15 hours.
- 3.2 On Monday 24th May 1993, the Spanish Dockers started to unload the deck cargo of logs. The mate was in the mess room at 07.15 hours when Mr. S. Kenny Cook/AB arrived in the galley to start cooking breakfast. The Master Capt. Q.K. Guttridge went into the mess room at about 07.45/08.00 hours, where he saw the Chief Engineer, Chief Mate and Ms. R. O'Connor who was a supernumerary. The Master and the mate discussed how the discharge of deck cargo was progressing.
- 3.3 The Master then left the mess room and returned to his cabin. According to witnesses, the mate was frequently going on deck and then returning to the mess room. The mate was seen on the bridge for a period of time and it is believed that he left the bridge to go on deck, passing Mr. S. Kenny in the galley at about 08.45 hours, bidding him the time of day.
- 3.4 Mr. D. Curtis was called at 08.30 hours and went into the mess room at 08.50 hours where he met S. Kenny. Mr. Curtis went on deck at 09.00 hours to find the mate to ask what jobs he had for him. Mr. Curtis went up the port side of the main deck to the forecastle and over to the Starboard side to look down the deck. The hatch coaming is too high to see over when walking up the main deck.

4. THE INCIDENT

- 4.1 As Mr. Curtis was standing on the Starboard side of the forecastle he noticed that the hatch to the "Bandstand" was open. He went over and looked down where he saw the mate lying on his back with his head near the base of the access ladder. Mr. Curtis immediately ran to inform the rest of the crew. On entering the mess room he told Mr. Kenny what had happened and told him to go and get the Breathing Apparatus in the Steering Gear Compartment. Mr. Curtis then told the Master who was in the Chief Engineer's cabin. The Chief Engineer, Mr. N. Fleming then went on deck with Mr. Kenny and ran up to the forecastle where the hatch to the "Bandstand" was situated. Mr. Curtis followed immediately with the breathing apparatus, which he put on and after checking his equipment, he fastened a line to himself and entered the space down the ladder. He checked for a pulse but could not find one. He then attached a line to Mr. Knight and the two crewmembers and two Spanish Dockers pulled Mr. Knight out of the space.
- 4.2 The Master meanwhile had gone to the wheelhouse to call for help by VHF radio. He got no reply so he went on deck and contacted the foreman of the Dockers, who called an ambulance by telephone.
- 4.3 The two crewmembers, Mr. Curtis and Mr. Kenny were trying to resuscitate Mr. Knight by mouth to mouth and heart massage. They maintained this until the ambulance arrived, which took about 20 minutes. At no time could they find a pulse, the ambulance arrived at 09.20/09.25 hours.

5. EVENTS FOLLOWING THE INCIDENT

- 5.1 Mr. Knight was taken to the local hospital in the ambulance. At no time was any form of resuscitation seen to be given to Mr. Knight by the ambulance crew. The Master arrived at the hospital in a police car at about 09.35 hours. At 09.50 hours the Master was informed by the hospital that Mr. Knight was dead.
- 5.2 The Master then went to the ship's agent to inform the owners of the "Arklow Valour" of the incident.

6. CONCLUSIONS AND FINDINGS

- 6.1 The cause of Mr. Knight's death was unascertainable and the Coroner has recorded an open verdict. The Board has no evidence to link this tragic death to the operations on this vessel or the cargo, which was being transhipped.

7. RECOMMENDATIONS

7.1 No further action is required in this case.

8. APPENDICES

8. 1 Vessel details.

8. 2 Site location

8.1 Vessel details.

GENERAL CARGO VESSEL

M.V. " ARKLOW VALOUR "

Port of registry : ARKLOW

Distinctive number of letters : EIQS - Official-No: 402670

Yard number : 629

Owner adress : "ARKLOW VALOUR "
INVERMORE Shipping Limited
North Quay, Arklow - County Wicklow
Ireland

TYPE HP 88.2 A

MAIN PARTICULARS :

<u>Length overall</u>	<u>88,20 m</u>
<u>Length between p.p.</u>	<u>84,90 m</u>
<u>Breadth, moulded</u>	<u>12,60 m</u>
<u>Depth to main deck, moulded</u>	<u>7,70 m</u>
<u>Depth to tween deck, moulded</u>	<u>5,759m</u>
<u>Freeboard draught</u>	<u>5,802m</u>
<u>Air draught (above Base line)</u>	<u>appr 20 m</u>
<u>International tonnage</u>	<u>2827 GT 1595 NT</u>
<u>Gross tonnage (Oslo rules)</u>	<u>1399 GRT</u>
<u>Deadweight all told on summer draught</u>	<u>appr 4257 t</u>

Hold capacities :

Grain : appr 5 665 cbm appr 200 046 cbf

Bale : appr 5 665 cbm appr 200 046 cbf

Container capacity 20'x 8'x 8 1/2'

Below deck : 105 TEU

On deck : 68 TEU

Total : 173 TEU

Complement : 7

Propulsion : Marine diesel engine MaK type 8 M 332

Engine output : 1300 kW (1768 HP) at 750 rpm

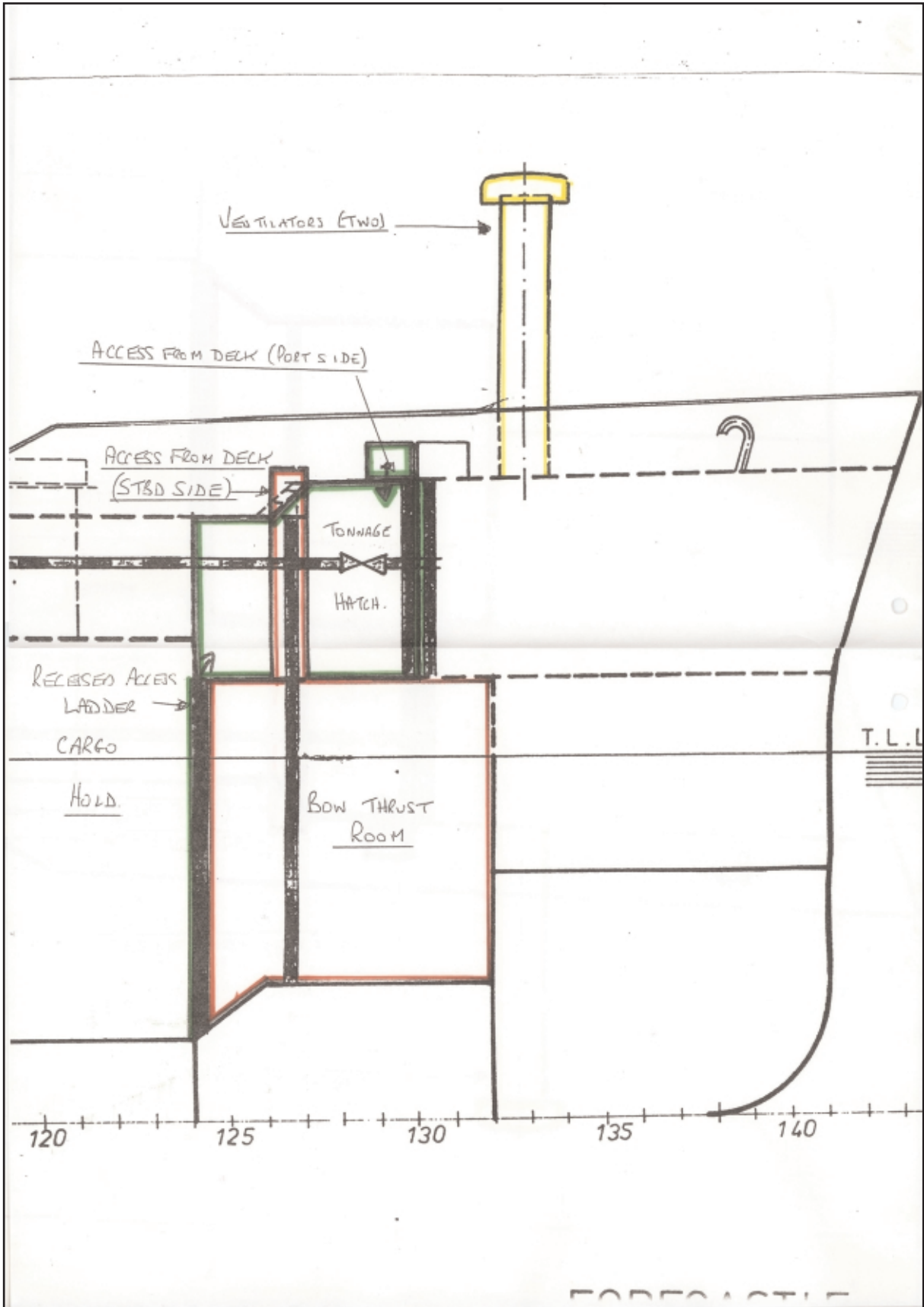
Trial speed with MCR on ballast draught appr 11,5 kts.

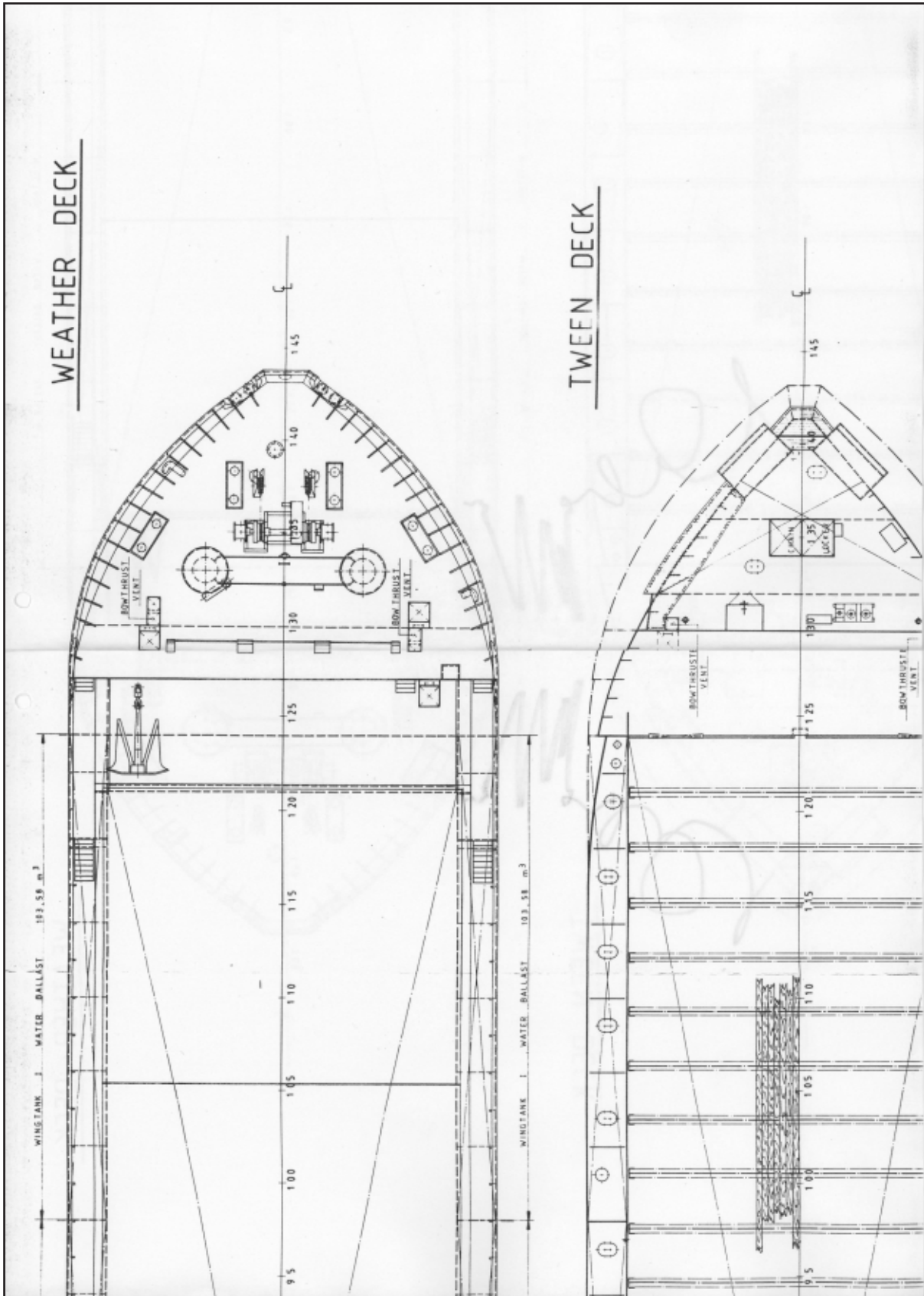
Classification : GL +100 A 4 E with freeboard 1,920 m "G"

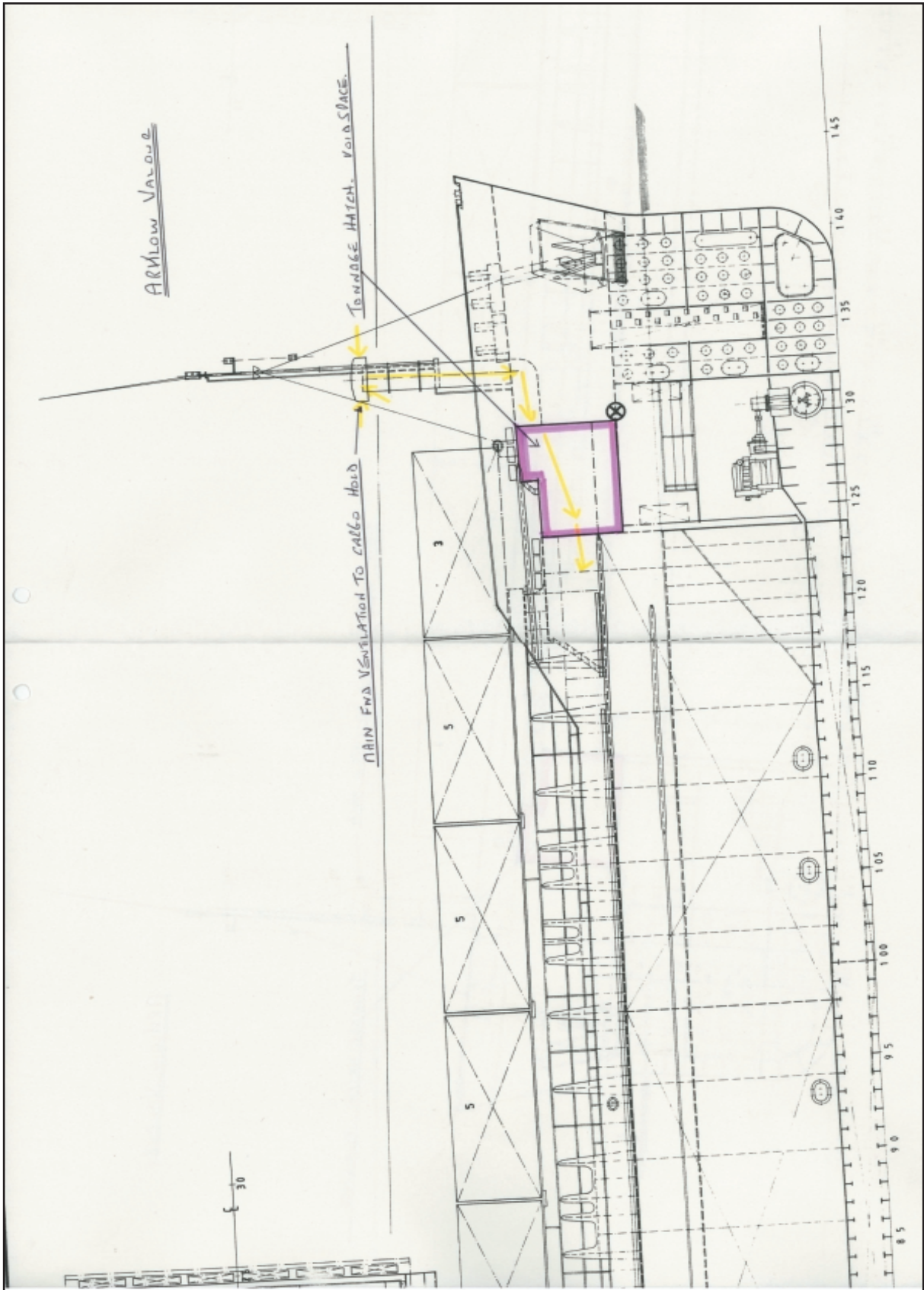
"Strengthened for heavy cargo"

"Equipped for carriage of containers"

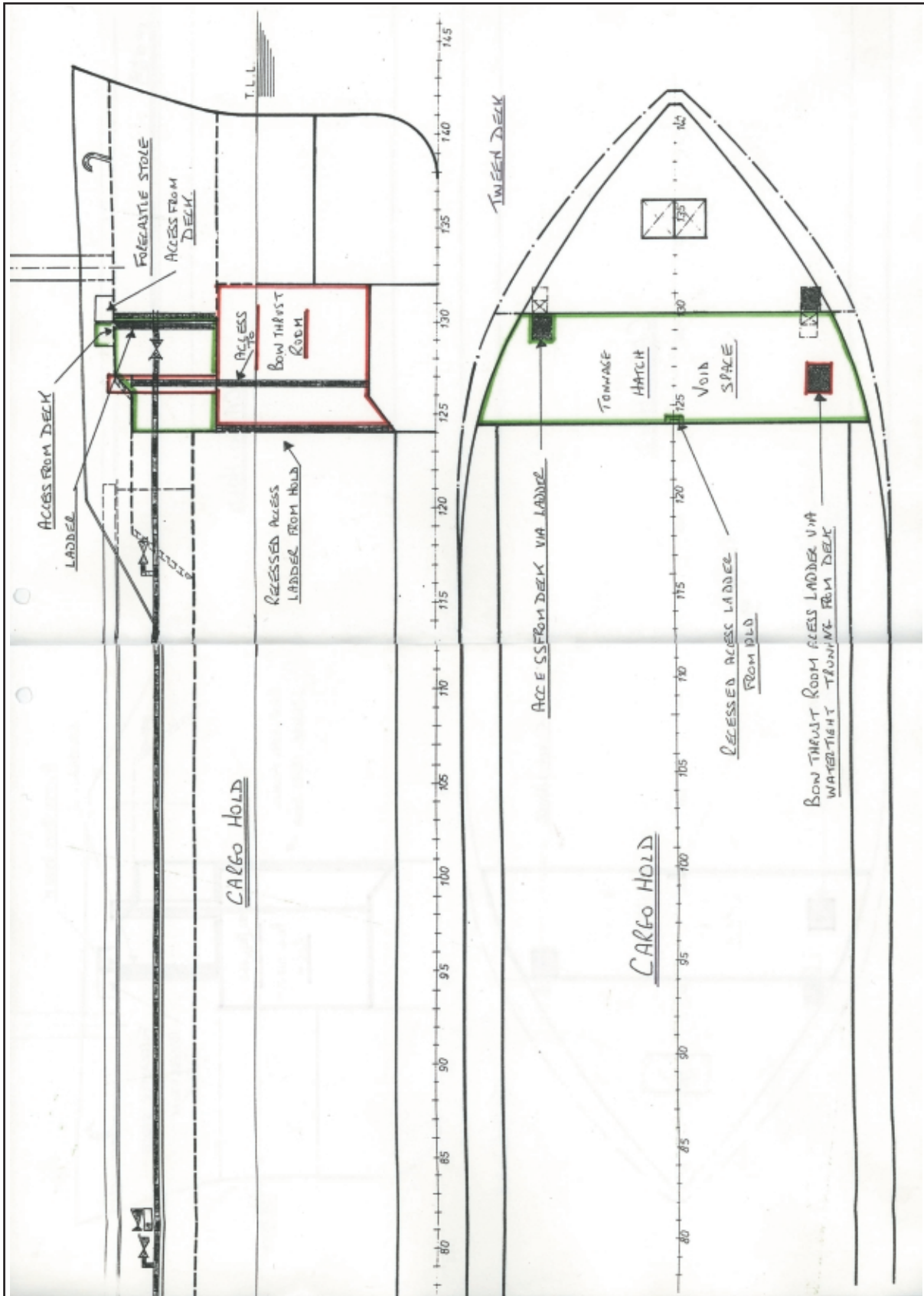
+ MC E AUT

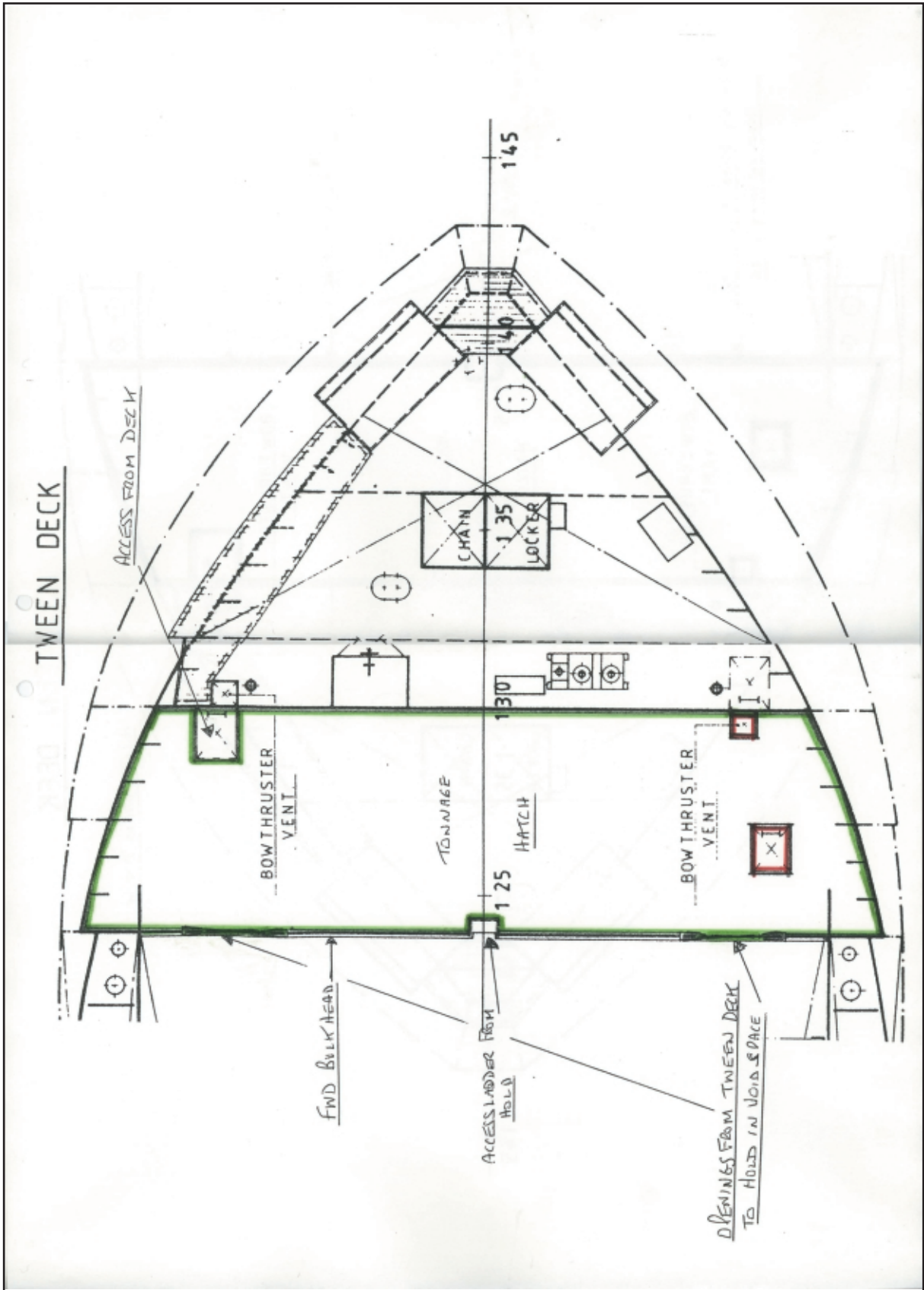






APPENDIX 8.1





APPENDIX 8.2

8. 2 Site location map.

