

## Fall and Enclosed space accidents August 2023

**GISIS** remains problematic, in July for the years 2017 to date no new accident reports or accident events have been uploaded. The IMO continue to struggle with their new database and numerous faults are in the process of being rectified.

### Enclosed space.

No enclosed space accidents reported this month

### One to watch

**Keep an eye on the one below – may be of interest**

#### 2 Russian crew died on board of hopper dredger in Bulgarian waters

Two Russian seamen, 32 and 58 year old, died in cargo section of hopper dredger MILFORD in the evening Jul 3, when the ship was abeam of Varna Bulgaria, en route from Burgas to Constanta. MILFORD stopped and started to drift at around 2030 LT, probably anchored for a short time, then headed for Varna. She was berthed in Varna at around 0030 LT Jul 4. Cause of seamen death yet unknown, investigation under way, dredger to remain at port until completion of investigation. MILFORD 14 crew are all of Russian nationality.

Hopper dredger MILFORD, IMO 8215883, dwt 2883, built 1983, flag Belize, manager GLANFORD LTD-BZE, Bulgaria.

### Falls

Three falls reported this month in the various shipping press, or media. Resulting in 2 deaths and 2 injuries

Date	Ship	Flag	Class	Ship type	Casualties Crew	Casualties' 3 <sup>rd</sup> parties	What happened
19/07/2023	MURCIA MAERSK	Denmark	DNV	Other - Container	1	0	2018 build MOB at sea 1 crew death under investigate
--07/2023	Abtenauer	Marshal Islands	No	Bulk			2014 build 1 crewmember fell 10ft off ships ladder Injured medivaced
02/04/2023	The Valiant Lady	Bahamas	DNV	Other-Passenger	0	1	2020 build 1 passenger fall from balcony struck 2 <sup>nd</sup> passenger, 1 dead one injured

MAERSK mega container ship interrupted voyage Container ship **MURCIA MAERSK reported man overboard**, began SAR early in the morning Jul 19 in South China sea off Gulf of Siam, still SAR as of 2200 LT (UTC+7) Jul 19. From China to Tanjung Pelepas ETA Jul 19 or 20.  
Container ship MURCIA MAERSK, IMO 9780457, dwt 199967, capacity 20568 TEU, built 2018, flag Denmark.

### **Bulker fall Injury**

On Monday, the Maryland State Police took a brief detour from their everyday duties to medevac a seafarer from a bulker on the Chesapeake Bay.

At about 1345 hours, the U.S. Coast Guard contacted the Maryland State Police and asked if one of their helicopter crews could hoist an injured seafarer off the deck of a cargo ship. A crewmember aboard the bulker *Abtenauer* had fallen more than 10 feet off of a ladder, and he needed evacuation to a trauma center for treatment.

The state police dispatched a helicopter crew out of Middle River, Maryland to rendezvous with the *Abtenauer* near Kent Island, just south of Baltimore. The helicopter held position over the ship and lowered away a flight paramedic, who helped prepare the patient with a backboard and a Patient Extrication Platform (PEP) bag, an enclosed litter with hoisting straps.

Once the patient was hoisted safely into the helicopter, the aircrew delivered him to the R Adams Cowley Shock Trauma Center in Baltimore for treatment of his injuries.

The bulker *Abtenauer* remains moored at the Port of Baltimore. According to her Equasis record, she was detained for ISM Code deficiencies in Australia in March; during that inspection, Australian port state control found four problems with her propulsion and auxiliary systems, two issues with engine room alarm systems, and two unspecified safety issues. Marshal Islands flag, built 2014,

The Maryland State Police have a unique mandate to provide emergency medevac flight services, stemming from a 1970s-era agreement between the state and pioneering trauma surgeon Dr. R Adams Cowley. The state police force was the first agency to provide trauma life flight services outside of the military, and it continues this service today.

### **Cruise ship passenger dies after falling from balcony, landing on another traveller**

Posted April 4, 2023 10:43 am The Valiant Lady, Owner operator, Virgin built 2020, Bahamas flag



FILE - The Valiant Lady arriving in Marseille, France on March 15, 2021. A passenger died onboard the Valiant Lady on April 2, 2023, when they fell over a balcony and collided with another traveler on a lower deck. **Getty Images**

A [Virgin Voyages cruise](#) ship returned to its Miami port Sunday after a passenger fell from a balcony and onto a lower deck, killing them. The passenger also [struck another person](#) while falling to the deck, though the second traveller was not seriously injured, according to a statement from a Virgin Voyages spokesperson. The cruise line's Valiant Lady ship was en route to Roatán, Honduras, when staff announced there had been a "medical emergency" involving a passenger. The passenger has not been named publicly. "This passenger went over their balcony onto a lower deck, and despite receiving immediate medical attention, has passed away," reads the Virgin Voyages statement. "We are deeply saddened by this loss of life and our hearts and thoughts are with this person's loved ones." Passengers onboard the Valiant Lady were informed of the death in an announcement from the captain at 8 a.m. They were told the cruise would be redirected and return to Miami around 1:30 a.m. the following day. The cruise ship has since set sail again, though the trip itinerary has been [revised](#). The vessel will no longer dock in Roatán and will instead head for Cozumel, Mexico. A Virgin Voyages spokesperson told the outlet the route shift is due to inclement weather, and doesn't have anything to do with the passenger's death.

J. Alexander, a YouTuber who runs the channel The Shiplife, was onboard the Valiant Lady and included footage of the captain's announcement regarding a passenger death in a [vlog](#) about his cruise experience. Alexander said many travellers were "shaky" after news of the death and chose to disembark entirely when they reached Miami. He said passengers were given a "100 percent future cruise credit" as compensation from Virgin Voyages.

### **From the TT Club. Death in confined spaces – a hidden danger**

International freight transport insurer TT Club is seeking to draw attention to the life-threatening hazards caused by enclosed and confined spaces prevalent throughout the global supply chain. Toxic gases produced by some cargoes as well as leakages, residual fumigants and other causes of a reduced oxygen environment are the chief problems, with 60% of fatalities suffered by would be rescuers. Confined or enclosed spaces are common in the supply chain industry.

Such spaces exist across all freight modalities; from tank containers to cargo hold stairwells and holds, to road tankers and sealed cargo units. A lack of understanding of the danger present may have fatal consequences. Without sufficient oxygen the human body starts to shut down very quickly. Any rescue operations are therefore time critical. The primary cause of reduced oxygen levels is the increased presence of other gases, such as carbon dioxide. This may arise from rusting of the ship's structure or metal cargoes, oxidation of cargoes such as coal or the decomposition of biodegradable cargoes, for example fish meal, logs, bark, or wood pellets. All these lead to carbon dioxide - and potentially other gases - being released, simultaneously depleting the oxygen. Other associated hazards include flammable or toxic vapours from leaking cargoes or leaking pipes or hoses. Peregrine Storrs-Fox, Risk Management Director at TT explains that a lack of awareness of these, often hidden dangers is surprisingly high. "The key risk is that workers may not readily recognise spaces that could present danger," he states. "The cargo hold of a ship is a leading example, but containers and other cargo transport units pose similar risks; there may be a lack of knowledge of the cargo packed or whether fumigants have been used. Similarly, tanks units, whether a road barrel or tank container, certainly qualify as enclosed spaces." The speed with which the effects of oxygen depletion can become debilitating require thorough and regular communication to ensure that operatives understand the risks. When entering a lethal space there are no obvious red flags. In terms of symptoms there are no warning signs such as coughing or feeling breathless or nauseous. An individual can pass out without having the opportunity to raise an alarm or escape. The quick onset and catastrophic nature of these symptoms often leads to others rushing to the aid of the casualty, unaware of the reason for their collapse. Statistically, over 60% of fatalities connected to confined and enclosed spaces are suffered by would be rescuers. "The silent and invisible nature of this killer emphasises the importance of raising awareness of the risk,"

stresses Storrs-Fox. "Developing and undertaking drills to practice rescues are crucial steps in mitigating the risks, as are a number of other strategies including risk assessments of working in potentially hazardous spaces, discouraging short cuts in work practices and testing, monitoring and venting air in confined areas." While not exhaustive, TT has developed a checklist of risk mitigation strategies that can be applied across all modes, whether on land or at sea. This can be accessed