CONDITION

EVENT

THE CONDITIONS THAT ARE ASSOCIATED WITH EVENTS ARE OVERLAPPED. ( ALSO APPLIES TO ASSUMPTIONS)

ARROWS INDICATE FLOW

ASSUMPTION

INCIDENT

**EVENT MAP**

**Fatality of a chief officer in a ballast tank on board the container ship Ville de Mars in the Gulf of Oman 28 January 2009**

The master was aware the tanks were ventilated

During a ship inspection between 0900 and 1000, the chief officer informed the master he intended to go with the bosun to inspect water ballast tank No. 1 forward (WBT 1F) after the morning coffee break.

**EVENT MAP**

**Fatality of a chief officer in a ballast tank on board the container ship Ville de Mars in the Gulf of Oman 28 January 2009**

An able bodied seaman was chosen as the third person No permits were issued ((enclosed space or fall protection )

The master told the chief officer to take one more person with him

-A torch ( no shoulder strap) -wellington boots(new) -cotton gloves -disposable white boiler suit - Hand-held radio with chest strap -camera ( stored in chest pocket) -portable gas analyzer ( stored in chest pocket)

The chief mate started to gather equipment needed and personnel need to enter the tank.

-Donned hard hats, except Chief Mate

The oxygen content was 20.9%1 The bosun & AB seaman stood at the tank access monitoring the chief officer’s progress down the ladder of the tank . The tank was dark and the handheld torch was used to provide light of which the Chief Mate was holding with one hand.

At 1030, the chief mate informed the third officer on the bridge, that he was about to enter the tank. Chief Mate took a an atmospheric reading by kneeling and reaching inside the hatch of WBT 1F with the portable gas analyzer. He put the gas analyzer in the chest pocket before proceeding down the ladder.

Atmospheric reading at 20.8% -20.9%. The stringer was 1.1 meter wide

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CM took another atmospheric reading at the 5th/6th rung of the ladder ( almost at the transverse stringer) and reported to the bosun. The chief mate then stepped to his left onto the stringer.

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All non- working crew arrived at the cargo hold Cargo lights lowered to illuminate the area Nine crew members entered the tank to retrieve the Chief Mate.

At 1035, general alarm and PA announcement were made Third officer to aid in rescue once Master arrived on bridge Bosun instructed to retrieve Chief Mate. Naval forces for Helicopter rescue, called on Ch 16- no response.

There was a loud crashing sound in the tank.. The bosun shone his torch into the tank and saw the chief officer lying at its bottom. Bridge was informed

The Chief Mate was unconscious, breathing covered in mud, two deep cuts, one on his chin, the other at the back of his head, his ankle appeared broken.

There was concern by the 2nd mate about entering the tank without breathing apparatus, but the bosun stated that the chief officer had slipped/fallen; not asphyxiated.

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Chief Engineer was concerned about the injuries.

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The Chief mate was secured to a stretcher, harness, and ropes. Master left the bridge upon the chief engineer's request to assess the injuries. Decision to remove Chief mate to the fresh air ordered by the Master.

Medical attention was given to the Chief Mate to get a ROSC There was someone trained to give oxygen and other medical intervention

At 1500 the Chief Mate was pronounced diseased

At 1407, a doctor was winched on board from a Royal Navy helicopter. The chief mate was examined and was then winched up to the helicopter.

At 1250, the DPA informed the master that a helicopter had been arranged through the United Kingdom Maritime Trade Organization

Chief mate-breathing-respiratory distress and was given oxygen-Severe stomach pain

CPR was interrupted by vomiting. The DPA informed the Master the helicopter was arrange and on route.

The chief mate stopped breathing at 1220

-CPR started

At 1120, the vessel’s course was altered towards Muscat, Oman, which was 91nm away. By 1130 the chief officer had gained consciousness

The masters continued to arrange to get the Chief Mate to a medical facility with the Designated Person Ashore. Finally he made contact with a medical center in Rijeka Croatia.

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At 11:09 the Chief Mate was placed on the main deck-starboard side by container No. 6

Master returned to the bridge