



## VANUATU MARITIME SERVICES, LTD.

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### Report (Death)

12 December, 2022

Vessel: ARY

ON: 2098

**Cause of Incident:** "Due to the rise and fall of the tide in this port, the gangway is not installed overnight. The gangway was on deck of MV Ary ready to be installed after the captain completed toolbox meeting with the crew of MV Emanuel (which was alongside ARY) and onboard engineer. The on signing crew did not request placement of the gangway nor assistance from onboard crew to embark the vessel. PPE was not worn nor requested from the vessel by consigning crew."

Due to improper preparation, the crew member inadvertently fell into the water while attempting to go aboard the vessel. The crew member slipped while crossing on the vessel's slippery fender. There should have been a gangway assembled for the crew to safely board. When the individual slipped into the water, the crew was then unable to retrieve the individual from the water for almost (5) minutes – this was precious time that could have saved the individual's life. There should have been a method to recover the individual – i.e. "man overboard" plan of action. Mr./

was born, -1969 the average water temperature outside was in the range of 8.4 – 8.8 degrees Celsius. Due to the present conditions it is believed the deceased passed away due to hypothermia and shock, but an autopsy will disclose in further detail.

VMSL has deemed the Ship's Master is responsible safety of the crew, for not providing the proper PPE and setting up a safe entry point for the arriving crew member. The best way to prevent an accident is to take the necessary precautions no matter the weather conditions.

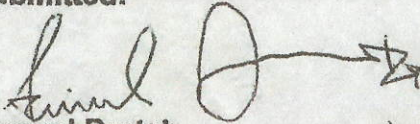
#### A. Corrective Action:

- 1.) Ensure there is a safe way to gain entry onto the vessel – vessel's gangway should be installed prior to crew embarking/disembarking.
- 2.) Make sure the crew is drilled on "man overboard" procedures.
- 3.) Practice utilizing proper PPE.
- 4.) Ensure no crew members attempt to improperly board the vessel.

**B. Disciplinary Action:**

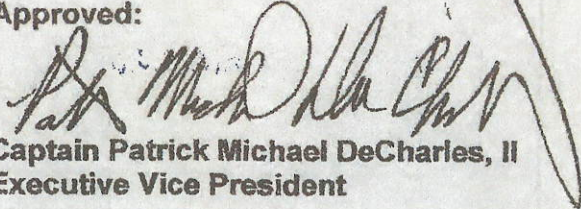
- 1.) Captain **Michael Popar** is to have the crew of ARY conduct (3) man-overboard drills to ensure a quicker response time and document the drills.
- 2.) Proper PPE is to be issued/equipped while arriving/disembarking the subject vessel.
- 3.) The crew of the ARY is to conduct drills on how to safely assemble/disassemble the vessel's gangway.
- 4.) Crew is to conduct a drill in which a crew member needs to be rescued while the vessel is docked.
- 5.) Probationary period for the vessel's Master's endorsement for a duration of (6) months.
- 6.) ARY SHIPPING LTD as the employer is assessed USD \$5,000.00 in violation of CAP131 Subsidiary Section 16 (1), (3) and (5) and CAP 160 Paragraph 45: Employers to provide safe working conditions.

Submitted:



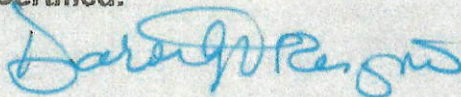
Samuel Dratch  
Safety, Security, Quality and Regulatory Compliance Manager  
Encl.

Approved:



Captain Patrick Michael DeCharles, II  
Executive Vice President

Certified:



Dorothy Rescigno  
Assistant Deputy Commissioner of Maritime Affairs



<b>REPUBLIC OF VANUATU</b> <b>VANUATU MARITIME</b> <b>SERVICES, LTD</b> <b>PORT VILA, VANUATU</b>	<b>REPORT OF PERSONAL INJURY OR LOSS OF LIFE</b>	FOR OFFICE USE ONLY
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### INSTRUCTIONS

1. This form shall be submitted to the Deputy Commissioner of Maritime Affairs as soon after the incident as possible.
2. This form must be completed in full. Entries which do not relate to the particular case should be indicated as "Not Applicable" by inserting the initials "NA".
3. This form should be completed for every loss of life and for every injury which incapacitates the injured for a period in excess of seventy-two hours (3 days).
4. This form must be completed by Master or person in charge, or, if neither is available, by the owner or his duly authorized agent.

### I. PARTICULARS OF VESSEL

1. NAME OF VESSEL <b>ARY</b>	2. OFFICIAL NUMBER <b>2098</b>
3. NAME, ADDRESS, EMAIL AND TELEPHONE NUMBER OF MANAGING AGENT <b>For Your Fleet Services, Poland</b>	

### II. PARTICULARS OF PERSON INJURED, DECEASED OR MISSING (BELIEVED DEAD)

4. NAME AND HOME ADDRESS OF PERSON (IF MORE THAN ONE PERSON, MAKE OUT ONE FORM PER PERSON)  <b>Poland</b>	5. DATE OF BIRTH  <b>1969</b>
6. CITIZENSHIP  <b>Polish</b>	
7. VANUATU SEAMAN ID BOOK NUMBER AND/OR LICENCE NUMBER <b>ready in office, not sent due to accident</b>	8. STATUS OR CAPACITY ON VESSEL <b>Ab/Cook</b>
9. ACTIVITY ENGAGED IN AT TIME OF CASUALTY <b>embarking the vessel</b>	10. IF CREW MEMBER PASSENGER OR SHORE WORKER <b>crewmember</b>
11. NAME OF IMMEDIATE SUPERVISOR AT THE TIME OF CASUALTY  	12. SUPERVISOR'S CAPACITY ON VESSEL <b>Captain</b>

### III. PARTICULARS OF INJURY OR DEATH INCIDENT

13A. DATE OF INJURY OR DEATH <b>09-12-2022</b>	13B. TIME (LOCAL OR ZONE) <b>unknown</b>	13C. ZONE DESCRIPTION  	13D. TIME OF DAY DAY    NIGHT    TWILIGHT <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
14. GEOGRAPHICAL LOCATION OF VESSEL AT THE TIME OF INJURY OR DEATH * <b>port of Lauwersoog</b>		15. GEOGRAPHICAL NAME OF BODY OF WATER  	
16A. IF INJURY OR DEATH OCCURRED UNDERWAY, PORT OF DEPARTURE  	16B. DATE OF DEPARTURE  	16C. PORT TO WHICH BOUND  	
17A. RESULT OF INCIDENT: <input type="checkbox"/> INJURY <input checked="" type="checkbox"/> DEATH <input type="checkbox"/> MISSING			
17B. NATURE OF INJURY <b>please see investigation report</b>	17C. DAYS INCAPACITATED  	17D. REASON FOR DEATH  	
17E. LOCATION OF INDIVIDUAL AT DEATH <b>hospital UMC Groningen</b>		17F. DATE OF DEATH <b>09-12-2022</b>	

\* Location – If at sea, latitude and longitude; if in port, straits, river channels, etc. give name.

Notification must be made immediately by the fastest means possible to the Deputy Commissioner of Maritime Affairs.  
 E-mail [email@vanuatuships.com](mailto:email@vanuatuships.com) or fax 212-425-9652

18. DESCRIPTION OF INCIDENT LEADING TO INJURY OR DEATH. ATTACH DIAGRAMS AND ADDITIONAL SHEETS IF NECESSARY.

please see enclosed investigation report and witness statements

19. WITNESSES TO ACCIDENT: AT LEAST TWO, IF POSSIBLE. 3

1. NAME

3. NAME

ADDRESS

ADDRESS

2. NAME

4. NAME

ADDRESS

ADDRESS

#### IV. ASSISTANCE AND RECOMMENDATION

20A. MEDICO (MEDICAL) MESSAGE SENT

YES

NO

20B. IF YES, GIVE DATE OF FIRST MESSAGE

20C. IF YES, GIVE TIME OF FIRST MESSAGE  
(LOCAL OR ZONE AND DESCRIPTION)

21A. TREATMENT ADMINISTERED

YES

NO

21B. IF YES, BY WHOM

SHIP'S DOCTOR

OTHER SHIPS PERSONNEL

OTHERS (SPECIFY)

22(A) BRIEFLY DESCRIBE TREATMENT (IF ADMINISTERED BY OTHER THAN MD)

see reports

22(B) WHAT IS THE PROGNOSIS FOR RECOVERY?

n/a

23(A) IF INJURED PERSON WAS HOSPITALIZED, NAME AND ADDRESS OF HOSPITAL.

yes, UMC Groningen, Hanzeplein 1, 9713 GZ Groningen

23(B) IF INJURED PERSON WAS NOT HOSPITALIZED, WHEN WAS HE REPATRIATED? WHERE TO?

24. RECOMMENDATIONS FOR CORRECTIVE SAFETY MEASURES PERTINENT TO THIS INCIDENT.

- safety letter to be issued to all crew pointing out the importance of the procedures (and danger of not following procedures)
- when issuing joining document included same procedures

34. DATE OF REPORT

12-12-2022

35. SUBMITTED BY (PRINT NAME)

Lindsay Pein

36. SIGNATURE

37. TITLE

## **I. PARTICULARS**

TYPE OF OCCURRENCE: Death of a worker

INJURY:  Yes  No

PLACE, DATE, AND TIME OF INCIDENT: Vessel: Ary  
Location: Port of Lauwersoog, The Netherlands  
Date: 07/12/2022  
Time: 08.06  a.m.  p.m.

### PARTICULARS:

Name of injured:

Injured worker's job title: AB/Cook

Did the incident involve property damage?  Yes  No

If yes, describe:

Was first aid rendered?  Yes  No

If yes, by whom? (if outside emergency assistance was required, provide details): CPR and AED by shore persons, upon arrival ambulance personnel took over

## II. EVIDENCE

### WITNESSES:

LAST NAME	FIRST NAME	JOB TITLE
		Master
		Engineer
		Captain (MV Emanuel)

### OTHER PERSONS WHOSE PRESENCE MIGHT BE NECESSARY FOR PROPER INVESTIGATION:

LAST NAME	FIRST NAME	JOB TITLE

### OTHER RELEVANT WORKPLACE PARTIES:

Company Name	Contact person and job title	Contact information

## III. INCIDENT DETAILS

### NATURE OF THE SERIOUS INJURY:

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Life threatening or resulting in loss of consciousness | <input type="checkbox"/> Punctured lung or other serious respiratory condition          |
| <input type="checkbox"/> Major broken bones in head, spine, pelvis, arms or legs           | <input type="checkbox"/> Injury to internal organ or internal bleeding                  |
| <input type="checkbox"/> Major crush injuries  | <input type="checkbox"/> Injury likely to result in loss of sight, hearing, or touch    |
| <input type="checkbox"/> Major cut with severe bleeding                                    | <input checked="" type="checkbox"/> Injury requiring CPR or other critical intervention |
| <input type="checkbox"/> Amputation of arm, leg or large part of hand or foot              | <input type="checkbox"/> Serious chemical or heat/cold stress exposure                  |
| <input type="checkbox"/> Major penetrating injuries to eye, head, or body                  | <input type="checkbox"/> Other:   |
| <input type="checkbox"/> Severe (third-degree) burns                                       |   |

**SEQUENCE OF EVENTS:**

Describe events earlier that day or even in previous years that led up to the incident. Examples may include events such as training given or changes in equipment, procedures, or company management.

08.00 am – onsigning crew (total of 3) arrived at the quayside in Lauwersoog by car from Poland.

08:04 am – onsigning captain of MV Emanuel embarked MV Ary and assisted Mr. G with taking his suitcase from the quay onboard the deck of MV Ary.

08.05 am - Mr. G wanted to embark the vessel by climbing onboard via the wooden quay fender (which was slippery due to weather drizzle) and holding on to the vessel bollards.

Due to the large step he was trying to make and trying to hold the bollards (which are too big to hold by hand) he lost his balance and fell down in the water between quay and vessel. Mr. W saw the event, see for further details his statement.

08.10 am - Due to Mr. G's weight, there were difficulties to retrieve him from the water (5 persons were not able to pull him out) and a forklift was arranged from a local company to pull him out which caused loss of precious time to start with CPR. As soon as Mr. G was on the quay, CPR was started straight away and AED was also used.

08.15 am – Ambulance and immigration police arrived, where ambulance personnel took over CPR and started treatment.

08:18 am – MD Van Laar was informed about events.

08:30 am – MD Van Laar started driving to Lauwersoog to assist and support crew

08.50 am – Ambulance and immigration police left

09:00 am – agent and family was informed

09:05 am – insurance was informed

**UNSAFE CONDITIONS, ACTS, OR PROCEDURES THAT SIGNIFICANTLY CONTRIBUTED TO THE INCIDENT:**

Required in all reports. Describe anything, or the absence of anything, that contributed to the hazard such as poor housekeeping or poor visibility, using equipment without guards, or the lack of safe work procedures.

Due to the rise and fall of the tide in this port, the gangway is not installed overnight. The gangway was on deck of MV Ary ready to be installed after the captain completed toolbox meeting with the crew of MV Emanuel (which was alongside Ary) and onboard engineer.

The onsigning crew did not requested placement of the gangway nor assistance from onboard crew to embark the vessel. PPE was not worn nor requested from the vessel by onsigning crew.

#### **IV. CORRECTIVE ACTION**

**CORRECTIVE ACTIONS IDENTIFIED AND TAKEN TO PREVENT RECURRENCE OF SIMILAR INCIDENTS:**

Corrective action	Assigned to	Completed date
For onsigning crew port and embarking/disembarking procedures to share and point out together with other joining documents	Crewing Department	
Safety topic about importance of following embarking / disembarking procedures and use of PPE matrix to be address to full fleet	HSE department	



**V. REPORT REVIEW****COMMITTEE MEMBERS:**

Representative	Name	Job Title	Signature	Date signed
VLM		Head of Operations		
VLM		Managing Director		

**COMPANY CONCLUSION:**

It's with great regret that the company has to conclude that the company procedures were not properly followed by onsigning crew. Despite of the fact that the gangway and PPE were available onboard MV Ary, it was not requested by the onsigning crew before embarking.

**ATTACHMENTS:**

- Personal injury report
- Witness Statement

**REPORT REVIEW:**

Date report completed: 09/12/2022

Name:

Title:

Signature:

<b>Personal injury report</b>	
Work related <input checked="" type="checkbox"/>	Not work-related <input type="checkbox"/>

Name of the vessel	: ARY	Report number	: 01
Name charterer	:	Date injury happened	: 06.12.2022
Location vessel when injury happened	: Port side/quay side	Date injury reported	: 07.12.2022

Name injured person	:	Employed by	: Van Laar Maritime
Position	: Cook/AB	Employed by company since	:
Nationality	: Poland	On board since	: N/A
Passport no.	: EE8766177	On board until	: N/A
Date of birth	: 12.10.1986		
Home address + phone	1968		

Describe the nature of the injury (be specific, indicates which part of the body is affected / document his complaints):  
 Person fall down to the water and after recovering was unconscious. By the information from medics from ambulance he have heart beatings, but no breathing, body temperature was 32 degrees.

Describe how and where the injury incident occurred (when possible : also attach statements of crew members):  
 I, Master of gv Ary 06.12.2022 was on board alone inside accommodation. Gangway was on board due to big tide and it was impossible to have gangway installed overnight. At 08:00 I hear, that car arrived at a shore (brakes noise). In the moment, when I came close to the crane at about 08:05 I saw how onsigning Cook/AB making step to the vessel. In same moment he fall down to the water as wooden fender at the quay was slippery due to the weather drizzle. Onsigning MM climb down to the water using the rest part of mooring line. Few shore persons came for the help from the quay. One woman calls ambulance. Approx. 08:10, we have recovered Cook to the quay using sling and forklift from shore. We immediately starts making CPR for the casualty. AED also was used by the shore person. The person was unconscious. At 0815 arrived ambulance and immigration police. When ambulance personnel start making CPR and injections to the casualty I called to company DPA P. Hallewas to inform him about accident. The police write down from me information above, took crew list and approx. at 0850 police and ambulance drive away.

In case IP is unable to work or perform tasks according normal schedule:

Since when unable to work	:	
Which tasks cannot be performed by IP	:	
Which tasks can be performed by IP	:	

Name of witnesses who completed a witness statement form			
Name	: Warfolomiejew Pjotr	Position:	MM
Name	:	Position	:
Name	:	Position	:

Was First Aid given?	Yes	No	If "Yes", describe	By the ambulance
Medical treatment given by Medic/Doctor?	Yes	No	If "Yes", Name and location	
Is IP hospitalized?	Yes	No	If "Yes", Name and address	
D & A test conducted?	Yes	No	If "Yes", Name of doctor/lab/hospital	

Master's name and signature	Mikhail Popereka	Date report completed	: 07.12.2022
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Onshore management review & comments:  
 If any remedial Action / Comments is required, this can be quite extensive and over a long period. Therefore, onshore management review and comments will not always be included in this report but send by mail.

Remedial action / comment:	
IP returned to work and report can be closed?	If "yes": per which date:

At sea, 11.12.2022

## WITNESS OF ACCIDENT REPORT

On 5<sup>th</sup> to 6<sup>th</sup> of DEC 2022 I travelled by car to Lowersoog to sign on g/v "Emanuel". I entered car in Szczecin at 21:30, where 2 passengers for g/v "Ary" were already in the car: Motorman and AB/Cook (I don't know them). We reached Lowersoog on 6<sup>th</sup> DEC about 08:00. Nearly all voyage Cook slept on front passenger seat. I helped Motorman and Cook to put their suitcases on deck of g/v "Ary" and I went toward my vessel, which was moored alongside to g/v Ary. I didn't reach my vessel when I listened some strange voices. I went back and saw nervous people on shore and Cook in the water between berth and vessel. The end of mooring rope was lowered to Cook. I saw that Cook didn't keep the rope. Somebody called ambulance, somebody brought cargo loading belt, Motorman removed shoes and jumped to water. We gave him the belt and he put this below shoulders of Cook. We tried to lift Cook from water with 4-5 persons, but was possible to keep upper part of him above the water only (he was too heavy). Our car was without hook so somebody call forklift and we picked up Cook on shore by forklift. Shore peoples made first aid (heart massage, respiration and AED). I with other removed Motorman from water and sent him below shower in shore workers building. Ambulance and Police were about 5 minutes after removing Cook on shore. Peoples from ambulance continued first aid and later took Cook to hospital (with his passport, seaman book). I kept contact with crewing agency – Mr M.W

  
Master of g/v Emanuel

**Witness Statement Form**

Your Name :	Name of Vessel to which you are assigned : <b>Ary</b>
Home address and Telephone Number :	Jobe Title : Engineer
Ustka,	Nationality : Poland
	Passport No : I
	Date of Birth : 10.03.1970
Date of Occurrence : 06.12.2022	Time of Occurrence : 08:05
	Incident Report Number : 01/2022
Location where incident Occurred : Lauwersoog NL	
<b>STATEMENT</b>	
<p>08:00 We where 3 person (Onsigning Captain for Emanuel, me and Cook/Ab ) with car. It was no installed gangway on board Arv. First person step to vessel was Captain of Emanuel. I gave him all of our luggage. Next person was Ki . I saw he put one leg on a wooden pole (quay fender) and put hands on vessel bollards, but they were too big of size. He tried to climb in, got unbalanced and fall down to water. I gave a shout "man over board!" and everybody starts to find ropes and any other things to recoverer K. He went fully under water but came above straight away. I saw his face, his face was above water, he looked at me and made eye contact. We lower rope to give him, but in this time foam came out his mouth and turned on a side and I saw, that his face under water. I called him, but he already not hear me. I have removed my shoes and jacket and go down using mooring rope to help him. I changed Kr position to put his face out of a water, wave him, but he was already unconscious. Somebody lower down sling, I have attached it to Kr and we tried to get him out of the water. With 5 persons we were not able to pull him out and a forklift was quickly arranged to pull him out of the water. During recovering I push his body (légs) up to help pick him out of a water. When he was recovered, somebody gave me sling and recover me from the water. AED and CPR was applied by people on quay side and ambulance and police arrived. After that local persons bring me to shore facility for take warm shower. After shower , I talked with police and they told me, that K f now in hospital.</p>	
<p>In your opinion, what was the cause of the incident/accident ?</p> <p>There was no gangway installed, probably due to rise and fall of the tide. Therefore he tried to board the vessel using quay fender and vessel bollards, which caused him to un-balance and fall in the water.</p>	
Signature	Date : 07.12.2022