



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA

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Interim Investigation Report Into the Matter of the death of the Bosun, onboard the Liberian Flag vessel LAMBAY IMO 9493925 while in the port of Mylaki, Greece on 10 January 2015

Submitted 30 December 2015

AUTHORITY

In conjunction with Article 14 Paragraph 2 of the directive 2009/18/EC of the European Parliament and the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the marine transport sector, the Liberia Maritime Authority is issuing this interim report in the case of LAMBAY, IMO 9493925, as the matter is still being investigated and a final investigation report could not be published within the term of 12 months.

PLEASE TAKE NOTICE that under the authority granted by Liberian Maritime Regulation 9.258(1), an investigation was commenced to determine as closely as possible the cause or any contributing causes of the casualty and circumstances of the death of the Bosun onboard LAMBAY. By direction of the Deputy Commissioner, Liberia Maritime Authority, Republic of Liberia, Inspector, Mr. Panayotis Tzaneas was appointed Investigating Officer, pursuant to Liberian Maritime Regulation, 9.258(4), to conduct the investigation onboard LAMBAY.

VESSEL PARTICULARS

Name:	LAMBAY
Flag	Liberia
Service:	Bulk Carrier
Gross Tons:	41101
Deadweight Tons:	75200
Length Overall:	225 meters
Breadth:	32.23 meters
Depth:	19.6 meters
Date Delivered:	2011
IMO Number:	9493925
Operator:	LASKARIDIS SHIPPING CO.LTD.
Classification Society:	Bureau Veritas
Propulsion:	Motor Screw
Horsepower:	8833.00 KW

SUMMARY

The vessel arrived at the port of Mylaki, Greece on 10 January 2015 at 11:50 hours (LT). After the vessel was moored, the Port Authority arrived on board and started the usual procedures/paperwork to allow the vessel to conduct cargo operations. About 12:45 hours (LT) the Customs Officer asked that a cargo sample be prepared. The Captain instructed the Chief Officer to arrange for the cargo sample to be taken. The Chief Officer in turn radioed the Bosun and instructed him to take a cargo sample. The Master then continued with arrival documentation and other work while the Chief Officer worked on the displacement and stability calculations.

At 13:20 hours (LT) the Chief Officer called the Captain by VHF. He requested that the Captain urgently call an ambulance because he had found the Bosun in No. 7 cargo hold. The Bosun was located on the first stringer without movement. The Captain and the vessel's agent, who was also present onboard, contacted the ambulance and then immediately proceeded to the deck area outside cargo hold No. 7 where the Bosun was brought up onto the deck. At this time, the crew was not sure whether the atmosphere inside the cargo hold had been tested so they retrieved the Bosun using breathing apparatus. The Bosun still did not show signs of movement. The 3rd Mate proceeded to give the Bosun C.P.R. together with one A.B. Signs of life did not return. The ambulance crew arrived onboard and the Doctor checked the Bosun's body, pulse, and eyes. At this time, he confirmed that the Bosun was deceased. The time was 13:48 hours (LT). The crew put him on a stretcher and shifted his body to the Ambulance. The Ambulance then took the Bosun to the local hospital.

INVESTIGATION

The Flag State investigation was conducted by appointing a local investigating officer, Mr. Panayotis Tzaneas, who provided findings to the Administration. This was in addition to follow-up communications with LAMBAY's owner, LAMBAY's operator and Mr. Tzaneas for clarification after review.

A full report has not been published as this Administration is waiting on confirmation of cause of death. At the time of writing this interim report, it is not clear whether the Bosun succumbed to injuries as a result of entering the cargo hold or whether he succumbed to some other unknown factors.

STATUS/CONCLUSIONS

As stated above, it is not clear whether the Bosun succumbed to injuries as a result of entering a cargo hold with an oxygen deficient atmosphere or whether he succumbed to some other unknown factors.

The ISM files onboard LAMBAY related to enclosed space entry indicated that every time an enclosed space was entered onboard, the necessary safety procedures were followed and all of the appropriate forms were filled. The Bosun appeared several times in this record prior to the incident. The Bosun also participated in enclosed space entry and rescue training onboard.



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The Bosun was an experienced seaman and under no circumstances should have entered the cargo holds, with closed hatch covers without following the ISM procedures for entry into enclosed spaces. However, at this time, we cannot determine whether entry into the cargo hold caused his death.

Further conclusions, contributory factors and recommendations will remain pending until further review of this case can be conducted. At this time, cause of death cannot be determined.

Regards,

Stephanie A. Condino

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For the Deputy Commissioner of Maritime Affairs
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