



LATVIJAS REPUBLIKA  
**TRANSPORTA NELAIMES GADĪJUMU UN INCIDENTU  
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**Marine casualty on board of MV "Staropolye " in port os Skulte on 24 Jan 2014 (short report)**



**Synopsis** : While being under cargo operation in port of Skulte , on January 24, 2014 , at 20.30, seaman fallen down into cargo room from the height about 7 meters during cargo loading (securing/lashing logs) operation on board of mv Staropolye (RF flagged) suffering heavy injuries. This event is qualified as "Marine casualty", resulted by seafarer's "serious injury" that, as described in IMO “Casualties investigation Code” (IMO res. A. 849 (20) Chapter 2.18. as "...resulting in incapacitation where the person is unable to function normally for more than 72 hours”.

Bureau conceded the prerogative to investigate this accident to the Flag State authorities; however, the analysis of the accident leads to some conclusions and urgent recommendations, in order to prevent similar occurrences in future.

**Description of mv Staropolye :**

Vessel Name: STAROPOLYE

Vessel Type: Volgobalt Type (Modified), Sea-River Going, Gen Cargo

Vessel Flag: RUSSIAN FEDERATION

Built: 1982

Classification Society and Class:RUSSIAN MARITIME REGISTER OF SHIPPING, CLASS KM\*L4 R2-RSN (L4 at d < 3.856 m)

Vessel Particulars:

Single Decker, Box-Shaped, Double Skinned, Double Bottom, Steel Floored, Gearless 4 Holds/Hatches,

LOA/LBP/B/DM/Draft: 111.71/107.35/13/5.5/4.49 m

DWT/DWCC: 4263/4000,

Cargo Capacity: 6025,54 CBM / 212942 CBFT

GRT/NRT: 2892/1660

Cargo on board (at the moment of event): timber logs (secured and lashed)

### **Description of Event:**

During works of securing/lashing logs on the topside of cargo hold (air temperature – minus 15° C , slippery conditions on deck) seaman missed footing and fallen down into cargo hold. He has been removed immediately and delivered to local hospital by emergency paramedics.

### **Recommendations to operator :**

1. Volgobalt Type (Modified), sea-river going vessel (as m/v Staropolye is) should not be deployed in Baltic Sea region during the winter season (without relevant winterization) due to cargo hatch hydraulic system's design (inbuilt/portable jacking kits) not to be appropriate for safe operation in sub-zero applications: hydraulic fluid has trends to be frozen, thus resulting unsafe opening-closing operations of hatches.

2. Current painting of upper deck (and banisters) on open-deck throughout the ship is not appropriate for safe walking of crew during normal vessel's operation. The use of painting with abrasive coating is strongly recommended in order to prevent slippery conditions.

3. Air temperature in crew's cabins within sub-zero conditions does not ensure normal living standards of crew: heating is either insufficient or not existing in some cabins.

4. Outer lighting on m/v Staropolye upper deck is strongly recommended. Current setting of vessel's perimeter lighting and overall illumination is not appropriate for safe crew/stevedores operations during lashing of cargo and other activities within hours of darkness.