

# The Herald of Free Enterprise Disaster

The Herald of Free Enterprise disaster is often referred to as one of the ~~worse~~ worst tragedies of its time. ~~From~~ On the face of it ~~all~~, the tragedy appears to have been a ~~ease~~ result of negligence by officials working on the vessel. However, the cardinal faults ~~laid~~ lay higher up in the company, ~~social~~ Social issues such as ignorance ~~towards~~ with regard to adopting a safety culture, not adhering to standards and procedures, ~~and~~ unclear definition of roles and ~~responsibilities~~ responsibilities were all faults ~~which contributing~~ contributed ~~towards~~ the deaths of the 193 passengers.

**Comment [HH1]:** Be careful to make sure that you identify the ends of sentences correctly and finish them with a full stop.

## Events that Occurred

On March 6th 1987, there was a light easterly breeze and the sea was calm. As the vessel departed from the harbour ~~of at~~ Zeebrugge, ~~on board~~ there was a crew of 80, 479 passengers, 81 cars, ~~three~~ 3 busses and 47 trucks on board. Upon ~~departured~~ departure, there was still extra water left in the tanks. Amongst the several ~~of the~~ crew members directly involved with causing ~~this~~ the disaster was the assistant ~~Bosun~~ bosun, ~~namely~~ Mr. Stanley, whose responsibility it was to close the bow doors. During the call alert for departure the ~~Bosun~~ bosun himself, left the car deck to go to his assigned station. Diverting the blame, the ~~Bosun~~ bosun later justified his action saying that 'it had never been his duty to close the doors or ensure they had been closed'. Mr. Leslie Sabel, held in charge of loading the vehicles, stated that he remained on the car deck until he saw or 'thought' he ~~sees~~ saw Mr. Stanley ~~weave~~ weaving his way through the parked vehicles towards the bow doors. He then ~~proceeds~~ proceeded to his assigned position at the bridge; ready for departure.

**Comment [HH2]:** It would be very unusual to mix digits and written numbers within one sentence.

**Comment [HH3]:** It would be good to reference these facts.

**Comment [HH4]:** Please check this sentence again – it is unclear. It would help to introduce the name of the bosun. The implication of your sentence is that the bosun left the car deck even though it was not secured for departure. Please rewrite this sentence for clarity.

**Comment [HH5]:** Is this a direct quotation? It doesn't read like one. If it isn't, it shouldn't have speech marks. If it is, the source document needs referencing.

**Comment [HH6]:** Occasionally you have used a present tense verb where a past tense verb would make more sense in the context.

Going back to the arrival, ~~On~~ on the day of the tragedy, ~~he~~ Mr. Stanley opened the doors on arrival at Zeebrugge and then supervised the cleaning and maintenance duties. Released from this by Mr. Ayling, the ~~Bosun~~ bosun, ~~he~~ went to his cabin where he fell asleep. In a deep sleep, he was not ~~later~~ awakened later by the 'harbour stations' public address call, alerting crew to take their assigned positions for departure from the dock.

**Comment [HH7]:** Please check this amendment. It is important to name him here because of the context.

**Comment [HH8]:** I have inserted this for consistency with the presentation of other names.

It is important to note that the Herald had newly designed clamshell doors, which opened and closed horizontally. ~~Beacause~~As a result of this, Captain David Lewry was unable to see whether the doors were closed. Hence, when the ship backed out and increased in speed, an inevitable bow wave began to build up under the ship's prow. Travelling at 15 knots, water soon ~~begins~~began to break over the main deck at a staggering rate of 200 tons per minute. Like most roll-on/roll-off passenger car ferries ~~at\_of~~ the time, the ~~herald~~Herald was a victim of bad design. As ~~these~~the vessel did not have any subdividing bulk-heads, water easily flowed from one end to ~~another~~the other. As a result, the ship became ~~instable~~unstable and water poured in, eventually causing the vessel to ~~be~~ capsizeing. The disaster unfolded within ~~ninety~~90 seconds, just 100 yards from the shore. Eventually, the Herald settled on the seabed at slightly more than ~~ninety~~90 degrees.

**Comment [HH9]:** This is unclear. If the ship was backing up it doesn't make sense that a prow wave built up. Please check and rephrase for clarity.

**Comment [HH10]:** It would not be correct to use the shortened version of minute in this context.

**Comment [HH11]:** See note above re mixing digits and written numbers. Additionally, it is common to write any number above ten as a digit and anything below in full.

**Comment [HH12]:** This is unclear. Please rephrase so that it is easy to visualise whether it was on its side or end on.

The final ~~death~~ toll ~~of death~~ was 193; several, ~~deaths were as a result of~~caused by hypothermia ~~whilst~~suffered by passengers~~being~~ trapped inside the ship. Upon inspecting the damage, the rescuers almost ~~straight way~~immediately assumed that the disaster was ~~due to~~ a result of the bow doors being left open [6].

**Comment [HH13]:** 'Immediately' would be a more appropriate word here in the academic context.