

# 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 case of caused by the negligence by of officials working on the vessel. However, the cardinal faults laid lay higher up in the company, social Social issues such as ignorance towards adopting a safety culture, not adhering to standards and procedures, and unclear definition of roles and responsibilities responsibilities were all faults contributing towards the deaths of the 193 passengers.

## 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. Of significance also was the fact that, Upon 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, namely Mr. Stanley, whose responsibility it was to close the bow doors. On the day of the tragedy, he had opened the doors on arrival at Zeebrugge and then supervised cleaning and maintenance duties. When he was released from this by Mr. Ayling, the bosun, he went to his cabin where he fell asleep. In a deep sleep, he was not later awakened by the 'harbour stations' public address call, alerting crew to take their assigned positions for departure from the dock.

During the call alert for departure the Bosun himself, left the car deck to go to his assigned station, without checking or noticing the position of the bow doors. Diverting the blame, the 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 who was 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 proceeded to his assigned position at the bridge; ready for departure.

**Comment [HH1]:** I have increased the size of this heading so that it is larger than the sub-heading below.

**Comment [HH2]:** Throughout, have altered any awkward sentences or phrases to make them sound more natural.

**Comment [HH3]:** Be careful to make sure that you identify the ends of sentences correctly and finish them with a full stop

**Comment [HH4]:** It would be very unusual to mix digits and written numbers within one sentence.

**Comment [HH5]:** It would be good to reference these facts.

**Comment [HH6]:** I have added this phrase to guide the reader.

**Comment [HH7]:** This would benefit from clarification. Where was the extra water from and which tanks was it in? Would it normally have been pumped out before departure? See if you can insert further information for clarity.

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

**Comment [HH9]:** I have added this phrase so that the implications of the bosun's departure are clear.

**Comment [HH10]:** 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 [HH11]:** 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 [HH12]:** 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 the day of the tragedy, he opened the doors on arrival at Zeebrugge and then supervised the cleaning and maintenance duties. Released from this by Ayling, the Bosun went to his cabin where he fell asleep. In deep sleep, he was not later awakened by the 'harbour stations' public address call, alerting crew to take their assigned positions for departure from the dock.~~

**Comment [HH13]:** I have moved most of the content of this paragraph higher up in the text so that it fits in with the chronology of the narrative more readily.

It is important to note that the Herald had newly designed clamshell doors, which opened and closed horizontally. BeacauseAs a result of this, Captain David Lewry was unable to see whether or not the doors were closed. HenceConsequently, when the ship backed out, turned round and increased in speed, an inevitablea bow wave inevitably began to build up under the ship's prow. Travelling atAs the ship's speed increased to 15 knots, water soon begins began to break over the main deck at a staggering rate of 200 tons per minute.

**Comment [HH14]:** The original sentence is unclear. If the ship was backing up it doesn't make sense that a prow wave built up. Please check my amendment for accuracy and clarity.

**Comment [HH15]:** It would not be correct to use the shortened version of minute in this context.

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, and, consequently, water easily flowed easily from one end to anotherthe other. As a result, the ship became instable unstable and when water poured in, and this eventually causing caused the vessel to be capsizing. The disaster unfolded within ninety 90 seconds, just 100 yards from the shore. Eventually, the Herald settled on the seabed, on its side, at an angle ofat slightly more than ninety 90 degrees.

**Comment [HH16]:** 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 [HH17]:** The original is unclear. My amendment is based on information from online sources. Please double check the insertion for accuracy and clarity.

The final death toll of death was 193; several, deaths were as a result of hypothermia whilst suffered by passengersbeing trapped inside the ship.

**Comment [HH18]:** 'Immediately' would be a more appropriate word here in the academic context.

Upon inspecting the damage, the rescuers almost straight wayimmediately assumed that the disaster was came about as due to a result of the bow doors being left open [6].