

Marcus Ian Hocking

Isle of Wight County Press 21 December 1968

INQUEST OPENED AND ADJOURNED

The Coroner (Mr. J. V. Bullin) opened an inquest at County Hall, Newport, on Wednesday on Marcus Ian Hocking (47), ship's captain, of 22 Shide Road, Newport, who died at his home on Thursday week.

Evidence of identification was given by P.C. W. J. Shorter and Marcus Alan Hocking, son, of H.M. Armed Forces, who gave his address as 40 Dewing Avenue, Manorbier, Pembrokeshire.

The inquest was adjourned.

Mr. Hocking commenced employment with the Vectis Shipping Company in 1942. He left for war service two years later, returning to the company in 1947. Ten years later he was appointed captain of the company's 150-ton barge, m.v. Riverclose, and had charge of her until his death. He had lived at Shide Road for only 18 months, previously residing at Melbourne Street, Newport.

Isle of Wight County Press 4 January 1969

NEWPORT

Former Barge Skipper's Funeral. - A service was held at St. John's Church recently for Mr. Marcus Ian Hocking, of 22 Shide Road, who was employed by the Vectis Shipping Co. for over 20 years, latterly as captain of the m.v. Riverclose. The mourners were Mrs. Hocking (widow), Cpl. and Mrs. M. A. Hocking and Mr. B. L. Hocking (sons and daughter-in-law), Mr. C. A. Hocking (brother, representing Mr. and Mrs. V. Hocking and Mr. and Mrs. E. Hocking, brothers and sister-in-law), Mrs. J. Boreham, Mr. and Mrs. J. Slade, Mr. and Mrs. McArthur and Mr. and Mrs. J. Reed (brothers-in-law and sisters), Mr. and Mrs. G. Gibbs (brother-in-law and sister-in-law, representing Mr. and Mrs. A. G. Russ, Parents-in-law), Mr. and Mrs. R. Russ and Mr. and Mrs. A. Russ (brothers-in-law and sisters-in-law), Mr. and Mrs. B. D. Hocking and Mr. L. Tharle (nephews and nieces), Mr. and Mrs. A. Godwin, Messrs. H. & D. Mosdell, J. Gardiner and K. Harradine, Mr. M. S. Croucher (representing directors and staff of the Vectis Shipping Co., Ltd.), Mr. F. Pitman (mate of m.v. Riverclose) and workmates from the Vectis Shipping Co. Mrs. C. A. Hocking and Mrs. L. Tharle were unable to attend. Interment was at Newport Cemetery. Floral tributes included those from the management and staff of the Vectis Shipping Co., Ltd., and from the staff and crane drivers at Southampton, Vectis Roadways, British Legion, H. W. Morey and Sons, management and staff of Island Cleaners and Messrs. Bright and Minns. Mr. A. E. Wyatt made the arrangements.

Isle of Wight County Press 18 January 1969

CAPTAIN DIED AFTER ACCIDENT

HIT BY BROKEN TOW ROPE

A Newport ship's captain died 10 days after an accident on board his vessel in which he was struck by a snapped tow rope.

At an inquest at the Guildhall, Newport, on Tuesday, the coroner (Mr. J. V. Bullin) recorded a verdict of accidental death on Marcus Ian Hocking (47), of 22 Shide Road, the captain of the Vectis Shipping Company m.v. Riverclose.

James Edwin Sansom, of 32b Caesars Road, Newport, engineer on the m.v. Riverclose, said that on December 2nd they were on a voyage from Southampton to Cowes and were towing the m.v. Newclose, another vessel owned by the same company, which had developed engine trouble. The tow-rope was a 2-inch nylon type. At about 6.30 p.m. they were in the vicinity of Princes Green and were executing a turn to bring them into Cowes. He was on deck and went back to assist the captain when he noticed the towed vessel was very close to the stern. At one point he thought there might be a collision. Suddenly, as the ships moved apart, the rope went tight again and snapped with a bang. He ducked, but Hocking, who tried to get behind the wheelhouse, was struck on the hip and hands and knocked off his feet. The rope broke at the bollard on the m.v. Newclose and sprang back 25 yards. He had never known a rope of this type to break in this manner. The m.v. Riverclose was laden with general cargo and travelling at five knots.

Fred Michael Pitman, of 78 Hunnyhill, Newport, said he was acting as mate on the m.v. Riverclose and had worked with Mr. Hocking for seven years. He did not see the accident as he was at the wheel. They had been using nylon ropes for 18 months to two years and he had never known one to part before. Normal hemp rope would not spring back as the nylon rope did.

Questioned about the slackness of the rope caused by the fast turn, witness said the captain issued the instructions to turn and it was their practice to turn fast to avoid the vessel rolling. The wind also tended to carry the vessel closer to the stern when they were engaged on the manoeuvre.

Gladys Lilian Hocking, represented by Mr. N. Lightfoot, said her husband was perfectly normal when he went to join his ship. He was brought home injured and the doctor was called. On December 12th he spent the day in bed and got up at 6 p.m. He was spending his time sitting on a chair resting his leg. At 6.15 p.m. she heard him call out "Good grief. I cannot seem to get my breath." He subsequently died that evening.

Dr. A. A. Heathcote said Hocking was a patient of his for many years and suffered no disability. On December 2nd he went to Hocking's home, and it was subsequently arranged that Hocking should attend hospital the next day for an examination. He had sustained a fracture of the wrist and lacerations of both legs. Witness found a clot had formed at one point and the left knee was swollen.

Dr. P. D. Swinstead, pathologist, said he carried out a post mortem examination and all the organs were normal. The arteries to both lungs were blocked with clots of blood. He concluded the clot that had formed on the leg must have become detached from that area and lodged in the area of the lungs. This was an unfortunate circumstance but was not unknown. The cause of death was pulmonary embolism following the injuries to the legs.

Transcription by Kate MacDonell for the Friends of Newport and Carisbrooke Cemeteries,
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