



## SAFETY RECOMMENDATION No: 09/2013

### **Text of Safety Recommendation:**

The Directorates of Marine Education and Marine Labor of the Ministry of Maritime Affairs and the Aegean, should consider extending the measure of proven swimming capability besides merchant marine officer cadets (for which the measure is already in use), to all ranks of mariners, as precondition of the publication of their seaman's book.

### **No of Safety Investigation Report:**

01/2013: Loss of life of seaman after falling overboard passenger launch boat "Vaggelio".  
*(See the full Report [here.](#))*

### **Safety Recommendation addressed to:**

Directorates of Marine Education and Marine Labor of the Ministry of Maritime Affairs and the Aegean

### **Date of publication:**

09/05/2014

### **Comments-Remarks:**

## **INFORMATION OF ACCIDENT**

Type of vessel: Passenger launch boat

Year built: 1977

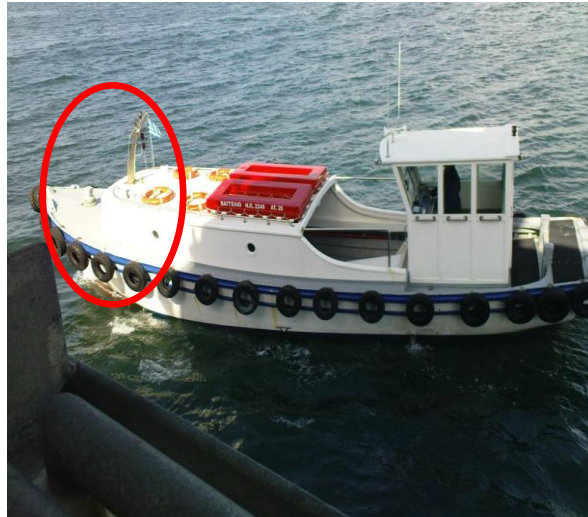
### **Loss of life of seaman after falling overboard passenger launch boat**

#### **Course of events**

The passenger launch approached the tanker, to embark in this a pilot and two (02) members of the crew (motorman and cook), after their request. According to the official

weather and sea bulletins for shipping of HNMS, the forecast for the Saronic Gulf was southeasterly 6 Bf, soon south southwest 4 locally 5 Bf.

The embarkation took place on the left bow side of launch. Initially, they boarded in the bow of launch, first the motorman, then the pilot and finally the cook of the tanker. The last one received from a member of the crew of the tanker a bag with his personal items and a suitcase with the vessel's documents and in his effort to move with the baggage at the stern of the launch, he lost his balance and fell in the sea.



**Picture 1:** The launch boat. The point of embarkation of the three persons from the tanker has been highlighted (red ellipse).

Both the tanker and the launch boat initiated rescue attempts. When successfully collected by the launch boat, the cook was unconscious and therefore was provided with first aid. Then the launch arrived at the port, where the seaman was received by an ambulance of the National Emergency Aid Centre, in order to be transferred to the nearest Hospital, where he was proclaimed dead.

### **Extent of damage**

The death of the seaman.

### **Probable cause**

The disembarkation of persons from the tanker was carried out with the ship traveling with very low speed, about a knot, so the launch approached the ship with her bow and left cheek (mask) maintaining a speed equal to that of the ship. Also, the delivery and collection of baggage was carried out at the bow of the launch.

Therefore, the prescribed procedure in accordance with number 6 Command - Directive of the launch's General Inspection Protocol, noting that "Under the responsibility of the skipper, it is not allowed to passengers to stay and pass in places other than the aft passenger deck", was not followed.

Also, the prevailing weather conditions, winds southeasterly with force of 6 Bfs, and the rolling of the launch because of undulation, contributed in the creation of precarious conditions for the procedure as followed, so this can be considered as one of the factors of loss of balance and consequent fall of the seaman in the sea.

### Lessons to be learned

The Directorates of Marine Education and Marine Labor of the Ministry of Maritime Affairs and the Aegean, should consider extending the measure of proven swimming capability besides merchant marine officer cadets (for which the measure is already in use), to all ranks of mariners, as precondition of the publication of their seaman's book.



**Picture 2:** View from the stern of the left side deck of passenger launch. They are distinguished:

1. Handrail of board
2. Prominence of the superstructure
3. Pegs tire suspension