



SAFETY RECOMMENDATION No: 13/2013

Text of Safety Recommendation:

Issuing a new License for Performance of Voyages, after retrofitting and defining the maximum allowed load and passengers, as well as freeboard height, according to the provisions of General Port Regulation 23.

No of Safety Investigation Report:	03/2013: Foundering of barge "AGIOS DIONYSIOS" (See the full Report here.)
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Safety Recommendation addressed to:	Owner of barge
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Date of publication:	14/11/2014
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Comments-Remarks:

INFORMATION OF ACCIDENT

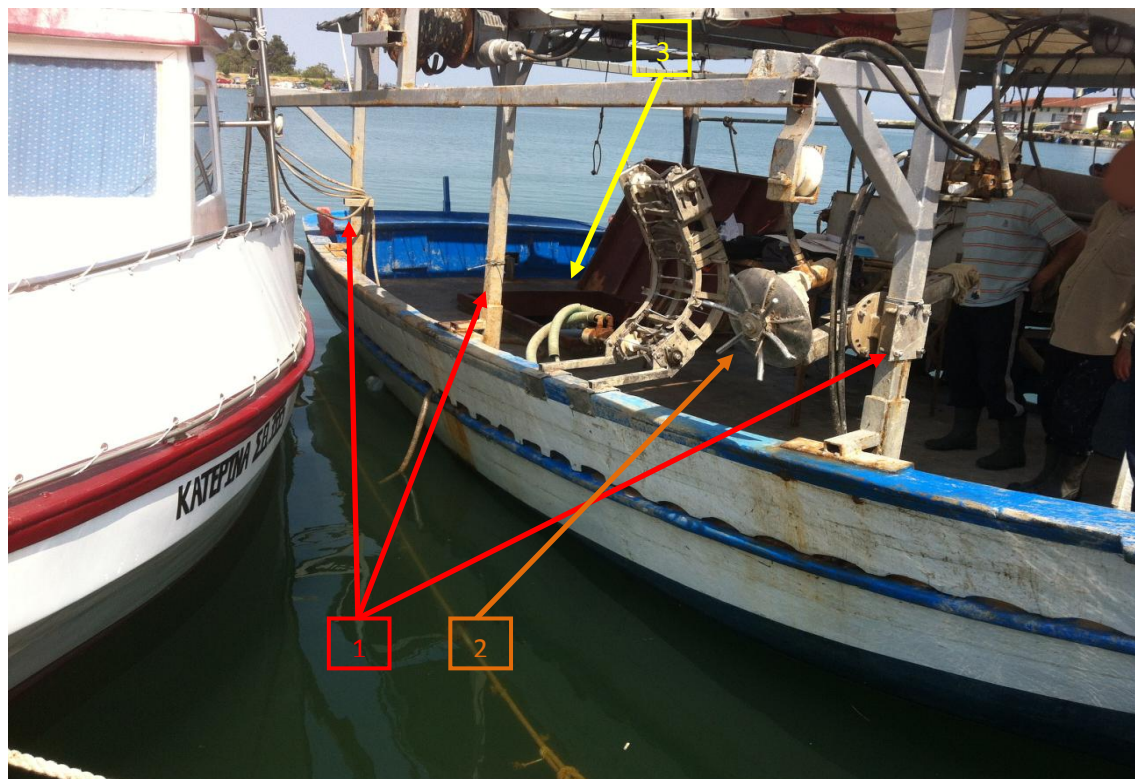
Type of vessel: Self-propelled barge

Year built: 1994

Foundering of barge

Course of events

The self-propelled barge, which was deployed as auxiliary ship in a marine installation of mussel cultivation, executed work in mussel cultivation unit, in distance of 700 meters from the coast. While in service, she took abrupt list, was reversed and sunk. The Skipper and the three persons, who were on board, were found in the sea. The incident became perceptible to a vessel that was passing nearby, which offered immediate assistance, rescued the Skipper and the 3 other persons and took them to the port. There was no injury by the accident.



Picture 1: Photo of the vessel where appears the unit for the suspension of mussels (1), the hydraulic mechanism to remove the mussels from the sea (2) and the engine cover (3).

Extent of damage

Sinking of the barge which was refloated the next day and after making repairs was reactivated as auxiliary vessel of the mussel cultivation unit.

Probable cause

According to the collected data of the conducted investigation, it is presumed that the vessel's sinking was due to water ingress in the engine area, which should be watertight. This ingress derived from holes in the aft deck and stern transom, from which the steering mechanism passed. The area of openings was covered by a wooden structure, which did not allow the detection of water ingress by the Skipper or the other persons on board.



Picture 2: The bearing point of steering gear (1) and the point from which the rudder mechanism penetrated the hull of the ship (2).

Lessons to be learned

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