



HBMCI

Hellenic Bureau for
Marine Casualties
Investigation

**Marine casualty
Safety Investigation
Law 4033/2011 as amended
and applies**
(summary extract of art. 1.b,
4.1.a & 4.1.b)

The conduct of Safety Investigations into marine casualties or incidents is independent from criminal, discipline, administrative or civil proceedings whose purpose is to apportion blame or determine liability. The sole objective of the conduct of a safety investigation is to ascertain the circumstances that caused the marine accident or incident through analysis, to draw useful conclusions and lessons learned that may lead, if necessary, to safety recommendations or proposals addressed to parties or stakeholders involved in order to take remedial actions, aiming to prevent or avoid future marine accidents.

Points of Interest

- This Interim Report has been prepared by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.
- The Interim Report has been published for the sole purposes of the safety investigation process with no litigation in mind and should be inadmissible to any judicial or other proceedings (administrative, disciplinary, criminal or civil) whose purpose is to attribute or apportion blame or liability.
- The Interim Report only aims to present a concise summary of the events occurred on the 11th of November 2020 that led to a very serious marine casualty.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

HBMCI conducts the safety investigation of issued marine casualty as the Leading Investigation State, in cooperation with the Transport Safety Investigation Center of Turkey (UEIM) as a Substantially Interested State. The content of this Interim Report is based on currently available information and data collected and analyzed during the safety investigation process into captioned marine casualty. The completion of the procedure as defined in relevant legislation may reveal or identify new information, data or evidence and consequently cause changes or amendments in data provided by this Interim Report. All times quoted are local times unless otherwise stated.

M/T EPHEOS

EPHEOS is a 84,850 gross tonnage Crude Oil Carrier under Greek Flag. She was built in 2012 in South Korea by Hyundai Samho Shipyard. On 11th of November 2020, she departed from Botas/Ceyhan Terminal No.2 in Turkey, loaded with 139,196.4 mt of crude; crewed with 27 seafarers, including the Master. At the time of the collision she was navigating approximately 15 nm south off the Port of Karatas/Adana Turkey with a speed of 13knt.

F/V POLAT BEY 1

POLAT BEY 1 was a 21,5 m Turkish trawler. She was built in Karatas/Adana (TR) in 2016. She was operating in near coastal areas around the base port of Mersin/Turkey. On the day of the marine accident she was sailing 15 nautical miles south of the Cape Karatas. Her minimum safe manning consisted of 2 crew members including the Captain, while 3 more persons were on board as fishermen.

Marine Accident Synopsis

On 11th of November 2020 at approximately 01:18 M/T EPHEOS departed from Botas Ceyhan Terminal No.2 under pilotage. She was loaded with 139,196.4 mt of crude oil and her next port of call was Dung Quat/Vietnam. At approximately 01:30 the pilot disembarked and EPHEOS proceeded to her voyage at open sea. At approximately 04:00 when EPHEOS exited Ceyhan TSS, traffic was clear, the Master handed over the bridge con to the OOW and went to his cabin. The LOOK OUT watch was also posted. At that time the steering was in autopilot with a course of 225° and speed 13 knots. ECDIS was the primary mean of navigation and two radars were operating at 6nm of range. According to evidence extracted from EPHEOS VDR and ECDIS playback at approximately 05:15 the 2nd Officer observed targets on EPHEOS port bow, acknowledged as fishing vessels, at a distance of approximately 5 to 6 nm, while EPHEOS was sailing with heading 237.1°. At approximately 05:20 the OOW decided to alter gradually EPHEOS course to starboard to have a clear pass.

At 05:33:28 and 05:34:37, 2nd Officer called several times one of the fishing vessels under the name MAHMUTCAN 1 via VHF, due to the fact that she was not keeping a steady course; and was navigating towards EPHEOS heading, however he did not receive any reply. At that time EPHEOS was navigating in autopilot with a course of 247.9° and speed of 13.4 knots, while MAHMUTCAN 1 was sailing at a distance of less than 2nm off EPHEOS port bow. Following MAHMUTCAN 1, being the "give away vessel", took effective actions and cleared away from EPHEOS course by altering her course to starboard. However at 05:35:31, near by F/V POLAT BEY 1, was recorded heading to 035.3° towards EPHEOS course at a distance of 3.23 nm off her port bow. At 05:35:50, the OOW called POLAT BEY 1 two times, on VHF, without any response. Within the next minute POLAT BEY 1 was recorded to have altered her course to starboard by 10°; speed between 6.2 and 6.7 knots. At 05:37:56, EPHEOS had altered her course further to starboard; heading was at 249.8° (COG 250.6°), that is 13° in total to starboard from the initial course of 237°. At 05:38, OOW called again POLAT BEY 1 twice on VHF with no response. At 05:40:06 he signalled with the ALDIS lamp in order to attract POLAT BEY 1 attention. By that time POLAT BEY 1 was navigating 1.862 nm off EPHEOS port bow with course of 031.8° at 6.0 knots. At 05:41:01, the OOW called again POLAT BEY 1, on VHF which was recorded to sail with course 028.1° and speed of 6.1 knots at 1.553nm off EPHEOS port bow, however there was no reply. At 05:42:42 the OOW taking into account that POLAT BEY 1 was not responding to VHF calls; ALDIS lamp; and her course was not steady due to ample alterations, as at that time POLAT BEY 1 heading was recorded at 016.2°, instructed the LOOK OUT watch to switch to manual steering and ordered port 5°. At 05:43:16, he signaled again to POLAT BEY 1 with the ALDIS. At 05:43:45, the OOW ordered port 10° and at 05:44:06 called POLAT BEY 1 again with no response. At 05:44:16 the OOW ordered port 15°, followed by an order of port 20° at 05:44:32. Due to the fact that EPHEOS was turning to port by setting the rudder "20° to port" and POLAT BEY 1 had crossed her heading and had passed to her starboard side with heading NNE, it was deduced that the "crossing situation" had been cleared and the imminent danger of collision had been avoided. At 05:44:56, POLAT BEY 1, despite the fact that had passed clear off EPHEOS stem post and heading, navigating at approximately 16.2° (NNE), suddenly altered her course to starboard and started heading to 82.4°. By that time, (approximately 05:44:56, as recorded in VDR), the OOW, called POLAT BEY 1 on VHF: "POLAT BEY, POLAT BEY not change course all the time", however no response was received. At 05:45:05, the OOW took the ALDIS and signaled again towards POLAT BEY 1. The distance from EPHEOS stem post was 0.297 nm (555m). At 05:45:33, the OOW called POLAT BEY 1 on VHF and shouted: "POLAT BEY, change course". No reply was recorded by the bridge VDR microphones. POLAT BEY 1, had altered his course further to starboard, steering to 116.6° with the speed of 5.9 knots. She was 0.193 nm off EPHEOS bow that under continuous maneuver to port. At 05:45:42, the OOW ordered "port 30°" and the helmsman confirmed the steering order. At 05:46:16, POLAT BEY 1 and EPHEOS collided in position Lat:036° 19.5 N - Long: 035° 12.4 E. At 05:47, the OOW called the Master on the bridge. The Master came immediately and called POLAT BEY 1 on VHF. At 05:50 a public announcement was made the Engine room to be manned and additional lookouts to be posted on the bridge and deck to search for POLAT BEY 1. At 05:57:15 EPHEOS reported to VTS a possible close quarter situation with the fishing vessel POLAT BEY 1 and that she will turn back to the collision position. At 06:48:02 the Second Officer reported to Master that he spotted a capsized target on the port bow. At 06:51:32, EPHEOS Master ordered Chief Officer to prepare the port rescue boat and informed VTS about the position of the capsized target. At 07:24:50 the rescue boat arrived on scene and reported to EPHEOS that no survivors could be spotted. At 07:26:26 the situation was reported to VTS and at 08:48 to Piraeus Operations Center of the Hellenic Coast Guard in Greece.

Investigation

The analysis of the evidence and information identified contributing factors related to COLREG; Bridge Resource Management (BRM); and others as will be analyzed in the final investigation report.

Final safety Investigation Report

The draft safety Investigation report is under preparation and is expected to be finalized soon; the draft report will circulate to involved and interested parties for consultation.



**Marine casualty
Safety Investigation
Law 4033/2011 as amended and
applies**
(Conjunction extract of art. 1.b,
4.1.a & 4.1.b)

The conduct of Safety Investigations into marine casualties or incidents is independent from criminal, discipline, administrative or civil proceedings whose purpose is to apportion blame or determine liability. The sole objective of the conduct of a safety investigation is to ascertain the circumstances that caused the marine accident or incident through analysis, to draw useful conclusions and lessons learned that may lead, if necessary, to safety recommendations or proposals addressed to parties or stakeholders involved in order to take remedial actions, aiming to prevent or avoid future marine accidents.

Grigoriou Lambraki Street 150
P.c 185 18
Piraeus

Tel. Secretariat : 213 1371307
213 1371267
210 1371968

Email: hbmci@yna.gov.gr

Website: www.hbmci.gov.gr

FACTUAL INFORMATION

SHIPS PARTICULARS

Name	EPHESOS
Flag	GREEK
IMO	9607423
Ship's type	Crude Oil Carrier
LOA	274.18 m
Gross Tonnage	84,850 tons
Engine / Power	(01) HYUNDAI-B&W 6S70 ME-C8/18660 KW
Construction	Steel
Year of built/shipyard	2012/Hyundai Samho Shipyard, Mokpo, South Korea

Name	POLAT BEY 1
Flag	Turkey
Ship's type	Fishing Vessel (F/V) - Trawler
LOA	21,5 m
Year of built / Shipyard	2016/ Karatas /Adana/Turkey
Engine / Power	(01) CATERPILLAR –480 BHP
Construction	Steel

MARINE CASUALTY

Date & time	11/10/2020 at 05:46 LT
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	Overcast Sky-Visibility Good, NE Wind 3-4 bf , Night
Position of casualty	36° 19.5 N, 035° 12.40 E
Damages to ships	POLAT BEY 1 capsized and severely damaged/ MT EPHESOS sustained several scratches in the stem and on the Port Bow side but no structural damage.
Fatalities / injuries / pollution	Crew and fishermen of POLAT BEY 1. lost their lives.



Figure 1: The paint scratches on the stem of EPHESOS



Figure 2: The paint scratches on the port bow of EPHESOS



Figure 3: The trawler POLAT BEY 1 capsized after the collision.