

**Very serious marine casualty**

**AUGUST 2020**

**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.

HBMCI conducts the safety investigation of issued marine casualty. The content of this Interim Report is based on current 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.

**Rib Boat "MIM"**

Rib boat "MIM" is a 36 ft "Seafarer series" inflatable speed boat with a rigid hull, designed and built by RIBCO to be used as a pleasure craft. According to Designer's Manual "MIM" was certified pursuant to Directive 2013/53/EU and was classified in category B for offshore voyages and could carry 10 persons. MIM was built to sail under 8 Beaufort wind force and wave heights up to 4 meters and was powered by two 350 HP outboards. On the day of the accident, "MIM" had a Provisional Certificate of Registration, issued on 26th of June 2019 by U.K Ship Register and valid until 25th September 2019 and was used as a private pleasure boat by her owner. In order to sail in Greek waters, MIM was provided with a "Pleasure Craft Traffic Document" issued by a Coast Guard Authority.

**GRP Boat "TOULA"**

GRP (glass-reinforced plastic) Boat "TOULA" was a white colour small boat built in 1998. "TOULA" was registered in Greek small boats Registry of a Coast Authority and was classified as a small private boat permitted to sail within two (02) nautical miles from the coast and allowed to carry up to 5 persons.

**Marine Accident Synopsis**

On the 9th of August 2019 at approximately 20:50 "MIM" collided with "TOULA". The accident occurred at a small bay NNW of Porto Heli and more specifically in position Lat: 37° 23.65 N and Long: 023° 05,1 E.

"MIM" was returning from a daily pleasure trip carrying 11 persons (five adults and six underaged) while "TOULA" according to information collected was drifting close to shore with three persons.

At the time of the accident MIM was cruising towards Koilada port. As a result of the heavy impact, "TOULA" was cut into two pieces and instantly sank. Moreover, two (02) of the three (03) persons on board "TOULA" were fatally injured and the third one was heavily wounded and transferred to the hospital for medical assistance. No pollution of the sea area was reported.

On the 12th of August 2019 the aft part of "TOULA" was recovered, while the forward part could not be found.

**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. However, the specific marine casualty, is out of the scope of the above mentioned Law (art. 2 Law 4033/2011 and art. 2 Directive 2009/18/EC).
- 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 9th of August 2019 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.

**Investigation**

The analysis of the evidence and information collected is under process, in order to determine the conditions and the contributing factors that led to the examined very serious marine casualty. Indicatively Collisions Regulations that deem not to have been followed are under examination.

**Final safety Investigation Report**

A draft safety Investigation report is under preparation and is expected to be finalized as soon as all evidence have been analyzed and circulated to involved and interested parties for consultation.



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## FACTUAL INFORMATION

### SHIPS PARTICULARS

<b>Name</b>	<b>MIM</b>
<b>Flag</b>	United Kingdom
<b>Port and number of Registry</b>	Provisional Registry
<b>Ship's type</b>	Private Pleasure
<b>LOA</b>	10.894 m
<b>Beam overall</b>	3.299 m
<b>Engine / Power</b>	Two (02) MERCURY VERADO / 2 x 350 HP
<b>Maximum number of persons</b>	10
<b>Name</b>	<b>TOULA</b>
<b>Flag</b>	GREEK
<b>Port and number of Registry</b>	KOILADA 705
<b>Ship's type</b>	PRIVATE PLEASURE
<b>LOA</b>	04.55 m
<b>Year of built / Shipyard</b>	1998 / Greece
<b>Engine / Power</b>	One (01) outboard / 6 HP
<b>Maximum number of persons</b>	05
<b>Date &amp; time</b>	09/08/2019 at 20:50 LT
<b>Type of marine casualty</b>	Very serious marine casualty
<b>Weather &amp; environmental conditions</b>	CLEAR-GOOD VISIBILITY, DIRECTION 2-3 bf , Twilight
<b>Location of casualty</b>	Lat: 37° 23.65' N, Long: 023° 05.1' E.
<b>Damages to ships</b>	Total loss of GRP boat
<b>Fatalities/injuries/pollution</b>	Two (02) persons on Toula were fatally injured and one (01) seriously injured

