



INTERIM REPORT

Art. 16.2 Law 4033/2011 (art. 14.2 Directive 2009/18/EC)

MARINE ACCIDENT SAFETY INVESTIGATION

Grounding, Flooding and Foundering of M/V "KEREM S" SVG FLAG, IMO 8223127 on rocky coast NE of Levitha Islet - Greece

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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 20 February 2015 that led to a very serious marine accident.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

Very Serious marine accident

February 2016

HBMCI conducts the safety investigation of issued marine casualty as the Lead Investigating State. 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 accident. 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 (UTC +2h) unless otherwise stated.

Marine accident synopsis

The 1281 GT M/V Kerem S under St. Vincent and the Grenadines flag, with six crew members, sailed from Crete, Greece on 16 February 2015, on light condition heading for Constantza, Romania. Due to heavy weather the vessel anchored at the South coast of Ikaria island and waited until conditions improved. On 19 February 2015 the Master decided to heave up the anchor and attempted to continue the voyage; however when the vessel exited the passage between islands of Ikaria and Thymaina experienced strong winds and heavy swell coming from North directions. The Master decided to turn over and headed towards a bay at the South coast of Thymaina where he could drop the anchor and wait for a calm weather. At approximately 0000 on 20 February 2015, KEREM S had already anchored close to the South coast of Thymaina but due to the strong winds, 7-8 Bft the vessel drifted and grounded at the rocky coast. She hit the rocky coast with her starboard side and the aft part of the vessel. The propeller was severely damaged as well as her rudder which detached from its mounting.

The Master did not inform the local Authorities and decided to heave up the anchor and using the bow thruster managed to refloat the vessel from the grounded position. Nevertheless the vessel could not maneuver because of the lost rudder as well as the non operable propulsion system caused by the damaged propeller and started drifting southerly due to the prevailing winds, at a speed of 2 knots.

At approximately 0100 the Master called the vessel's Managing Company to report the situation. At 0300 the Managing Company arranged for assistance by the tugboat Aegeon Pelagos under Greek flag, which would sail from Piraeus port, over 160 nautical miles away. In the meantime the Master of KEREM S hadn't provided any information to the local Authorities, neither he transmitted any distress signal via VHF.

At 0652 KEREM S was West of Patmos island whereas Olympia Radio, called the vessel by VHF. The Master reported that the vessel sustained a mechanical failure and was drifting without requesting any kind of assistance. Olympia Radio reported the incident to Piraeus JRCC which issued a Pan Pan.

The following hours Piraeus JRCC attempted several telephone communications with the ship's Managing Company and the Master for an update on the situation. During said communication it was reported that a tugboat was on the way and no further assistance was requested. The condition of the vessel with regard to the sustained damages to the propeller and the rudder was not reported. Nevertheless Piraeus JRCC continued to monitor the situation and engaged available means.

While KEREM S was drifting southerly a fishing vessel from Patmos island, following orders by the Patmos HCG Authority, approached her but the Master didn't ask for any assistance. An HCG patrol craft was deployed to monitor and report the situation of KEREM S. At 0825 a HCG SAR vessel was also deployed and had a visual contact with the ship at 1105.

At 1345 KEREM S was approximately 5.5 nm north of Levitha islet drifting southerly with a course of 162° and speed of 1.5 knots. Tugboat Aegeon Pelagos was 56 nm away and with her speed of 12 knots she was estimated to arrive at the area after almost 05 hrs. At 1510 the Master of KEREM S had a VHF communication with M/T AURA, Russian flag, which was transiting the area and stated again no need for assistance.

At 1600 Piraeus JRCC ordered a SAR Helicopter to reallocate to KOS island in order to be close to the area and recover the crew of KEREM S, in case such an operation was deemed necessary. The helicopter landed at Kos island at 1735 and remained in readiness for assistance. By that time, according to the HCG SAR vessel the prevailing wind at the area was North 7-8 Bft.

At 1735 the Master of KEREM S reported that he had anchored North of Levitha islet. At that time the tug Aegeon Pelagos was still 6 nm away from KEREM S and M/T Aura stated unable to approach KEREM S and provide assistance using a towline and turned to a safer distance.

Due to the strong wind and waves KEREM S was drifting and dragging her anchor until 1740 when she grounded at the rocky coast NE of Levitha islet, Greece with her port side. Her bottom hull was severely damaged and sea water started entering the Engine Room compartment causing the ship to list to her starboard side.

At 1745 the Master of KEREM S called Piraeus JRCC to report the grounding and requested assistance to abandon the vessel.

By 1914 all 6 crew members were rescued by the SAR helicopter. They were transferred to KOS island and after a medical examination they were repatriated.

Kerem S remained at the grounding position and the progressive flooding of her Engine Compartment and her holds led to her foundering at approximately 0905 on 23 February 2015 at position lat: 37° 0.4800' N / Long: 26° 29.3898' E.

Investigation

The safety Investigation and analysis has highlighted contributing and underlying factors that led to the foundering of the vessel. Such include in random order poor bridge performance, poor assessment of the situation after the first grounding, at Thymaina, poor judgment, underreporting the actual condition to the Authorities, denial of further assistance and others as they will be listed in the final investigation report.

Final safety Investigation Report

A draft safety investigation report is under preparation and is expected to be finalized shortly and circulated to involved and interested parties for consultation.



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FACTUAL INFORMATION

SHIP PARTICULARS

Name	KEREM S
Flag	St Vincent and the Grenadines
Registry	Kingstown
Ship's type	General Cargo Ship
IMO	8223127
Call sign	J8B3220
LOA	74.91 m
Breath	10.60 m
Year of built	1983
Shipyard	Hermann Suerken GmbH & Company KG — Papenburg / Germany
Construction	Steel
Gross Tonnage	1281
Net Tonnage	384
Engine / Power	Deutz AG 4SA SBA 6M 528 / 441 kW
Classification Society	Turk Loydu TU
Minimum Safe Manning	06

Voyage Particulars

Date of departure	17 February 2015 Crete / Greece
Trading Area	International Voyages
Cargo on board	Unloaded
Crew on board	06

Marine Casualty Information

Date & time	20 February 2015 at 00:00
Type of marine casualty	Very Serious marine casualty
Weather & environmental conditions	Wind force 7-8 Bft — sea state Rough — visibility good
Location of casualty	Northeast of Levitha islet Greece — Lat.: 37° 00.48' N — Long.: 26° 29.39' E
Damages to ship	Total Loss
Fatalities/injuries	None
Marine pollution	None

M/V KEREM S

