



**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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 7nd of December 2018 that led to a very serious marine casualty
- The Interim Report does not constitute legal advise in any way and should not be construed as such.

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.

**TUG BOAT "VIKING"**

VIKING was a 123 tons tug boat, under the Tunisian flag and was launched in 1957. She sailed from the port of Alexandria (Egypt) with 08 crew members on board, including the Master, towing the unmanned dredger NEPTUNE KHAN (under the Spanish flag).

**Marine Accident Synopsis**

On the 7th December 2018 Port Authority of Agia Galini (Grete island, Greece) reported to JRCC (Joint Rescue Coordination Center) of Pireaus, that the tug boat VIKING had grounded at the coastal inlet of Mesaras Bay (Latitude: 34° 59.9' N– Longitude: 024° 44.8' E), south of Crete island, (Greece), while towing the dredger NEPTUNE KHAN, under adverse weather conditions. The crew of the tug boat abandoned the ship directly to the coast with the assistance of the local authorities. On board the VIKING there were 20 MT (Metric Tones) of diesel oil and 400 LTR (Litres) of lub oil, while the NEPTUNE KHAN was empty of cargo and fuel. According to information by the local port authority, both TUG BOAT and DREDGER sank in the above referred sea area, due to adverse weather conditions. During the evacuation, one of the 08 crew-members was in need of first aid, which was provided by the shore authorities (an ambulance arrived shortly in the casualty area).

The NEPTUNE KHAN was salvaged after some months, by her owners. Investigation on the causes of the grounding and sinking of the tug boat and the towed dredger is still under way.

**Investigation**

An analysis of the gathered evidence is being carried out, in order to determine the conditions and the contributing factors that led to the examined very serious marine casualty.

**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

### SHIPS PARTICULARS

Name	VIKING
Flag	TUNISIAN
Port and number of Registry	TG1144
Ship's type	TUG BOAT
IMO	8139364
Call sign	-
LOA	26,90 m
Breadth	6,64 m
Year of built	1957
Shipyard	-
Construction	Steel
Gross Tonnage	123 Tons
Net Tonnage	
Engine / Power	One Diesel / 2, 413 HP
Classification Society	-
Minimum Safe Manning	-

### Voyage Particulars

Last port of call	ALEXANDRIA (EGYPT)
Trading Area	-
Cargo on board	20 MT (Metric Tones) D.O and 400 LTR (Liter) L.O.
Crew on board	08

### Marine Casualty Information

Date & time	07/12/2018 at 08:10 LT
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	NNW WIND DIRECTION 7-8 bf ,DAYLIGHT
Location of casualty	Latitude: 34° 59.9' N- Longitude: 024° 44.8' E, south of Crete island, Greece (coastal inlet Mesaras)
Damages to ship	-
Fatalities / injuries / pollution	During the evacuation one crewmember (tunisian nationality ) he drank enough seawater and felt unwell



TUGBOAT "VIKING"



DREDGER "NEPTUNE KHAN"