



**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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 8th of March 2014 that led to very serious marine casualty.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

INTERIM REPORT

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

MARINE CASUALTY SAFETY INVESTIGATION

**Grounding of Turkey Flagged Container vessel YUSUF CEPNIOGLU
at North Coast Of Mykonos Is. Greece**

Very serious marine casualty

March 2015

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 (UTC +2) unless otherwise stated.

Marine casualty synopsis

At approximately 2030 on 07 March 2014 Container vessel YUSUF CEPNIOGLU had departed from the port of Nempton (Turkey), loaded with containers and was destined to the port of Bizerte (Tunisia). Her voyage plan comprised a passage through central Aegean Sea, crossing the sea area between the islands of Mykonos and Tinos.

At 0400 on 08 March 2014, Chief Officer took over the navigational watch. His watch was quiet and no lookout watch was posted during his watch. At that time vessel was underway at central Aegean Sea heading towards her voyage next way point between Islands of Mykonos and Tinos. On the course of his watch Chief Officer fell asleep and missed the way-point where according to the vessel’s passage plan he should had alter the course to starboard so as to follow a safe crossing between the islands. As a result vessel continued her passage yet without the OOW performing watch duties, literally unattended and at approximately 05:30 grounded with her bow on the rocky coast of the bay of Avlemonas at the northern coastline of Mykonos Island. At the time of the marine casualty prevailing weather conditions reported to be moderate with northern winds force 4 to 5 Bf.

The Search & Rescue Center of the Hellenic Coast Guard was notified for the marine casualty and a S&R operation was immediately launched with the participation of the local Coast Guard Authority, S&R units of HCG as well as near by vessels.

The hull of the vessel suffered multiple cracks and deformations on her bow and port side and several compartments including engine room, cargo holds and void spaces were flooded. Also pollution from bunkers was reported.

Following the grounding Master and crew were alerted and attempted to pump inflowing water from the engine room. However due to the massive quantities of water ingress it became apparent that inflowing water was surpassing the ship’s pumps’ capacity. At approximately 1000 the Master having assessed the situation and due to the fact that Yusuf Cepnioglu had started listing to starboard and the safety of the crew was threatened, ordered the abandonment of the vessel. Eleven crew members abandoned the vessel by a life raft and were recovered by a HCG patrol boat. Yusuf Cepnioglu’s Chief Engineer did not evacuate her by boarding onto the life raft and shortly afterwards was evacuated by the HCG patrol boat. Master and Chief Officer remained on the vessel and were evacuated later by a SAR helicopter. Due to gale winds that prevailed on the same day following the marine accident part of Yusuf Cepnioglu cargo (containers) was fallen overboard her starboard and port side forced by high waves and vessel’s heavy rolling.

Pollution from vessel’s bunkers as well as cargo from the containers was washed up to the shore. Salvage and clean up operations were commenced when permitted by weather conditions.

Yusuf Cepnioglou was finally removed form the casualty area in two pieces.

Investigation

The safety Investigation and analysis conducted has highlighted contributing and underlying factors that led to the grounding of C/V YUSUF CEPNIOGLU, such as the fatigue of the C/O, the absence of a posted look-out during night-time navigational watch, the fact that the BNWAS was switched off .

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

Vessel's Particulars

Name	YUSUF CEPNIOGLU
Flag	Turkey
Registry	Istanbul
Ship's type	Cargo – Container Vessel
IMO	9119646
Call sign	TCYI-8
LOA	116.40
Breath	19.20
Year of built	1995
Hull material	Steel
Gross Tonnage	4984
Net Tonnage	2181
DWT (MT)	6876
Engine / Power	One diesel engine B&W MAN / 3960 KW
Classification Society	ABS

Voyage Particulars

Date / Port of departure	07-03-2014, 20:30 / NEMPORT (TURKEY)
Trading Area	A1-A2-A3
Cargo on board	Containers
Crew on board	14

Marine Casualty Information

Date & time	08 March 2014, 05:30
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	Night, medium visibility, wind N – 4 to 5 Bf
Location of casualty	Avlemonas Bay, at the North coast of Mykonos island
Damages to ship/environment	Extended structural damages /sinking / total loss /Sea and shore pollution from bunkers and cargo debris
Fatalities / injuries	None

Yusuf Ceptioglu grounded

