

MARINE ACCIDENT REPORT
Under the provisions of Law 4033/2011 (Official Government
Gazette A' 264)

Ref. No.:

Date:

(For official use)

According to the provisions of article 6 of Hellenic Law 4033/2011 (A' 264), the **shipowner**, or the **manager**, or the **charterer**, or the **agent**, or the **master** of a vessel is obliged to inform immediately the Hellenic Bureau for Marine Casualties Investigation (HBMCI) whenever an incident occurs that comes under the scope of the above mentioned Law.

Reporting may be achieved by telephone during working days and hours. On non-working days and hours reporting a marine accident should be carried out through e-mail.

After the initial report about the incident, the following document has to be completed with the relative data and sent to our premises, by e-mail or FAX.

Providing all necessary data aims exclusively in aiding HBMCI to collect information for marine safety purposes and is not relevant to any legal liability or blame by the person who completes this form or any other person and cannot be used as an indication or evidence during blame and liability attribution.

Hellenic Bureau for Marine Casualties Investigation

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TABLE I – GENERAL INFORMATION

NAME OF VESSEL				
TYPE OF VESSEL (M/T, RO-RO, C/V etc)				
FLAG OF VESSEL				
PORT OF REGISTRY-REGISTRY No				
DATE OF ACCIDENT	TIME OF ACCIDENT			
	UTC			
	LOCAL TIME			
TYPE OF ACCIDENT (COLLISION, FIRE, EXPLOSION, GROUNDING etc)				
PLACE OF ACCIDENT (INCLUDING LAT/LONG)				
TRAFFIC SEPARATION SCHEME (If applicable)				
WEATHER CONDITIONS (According Annex)				
<u>NATURAL LIGHT</u>	<u>VISIBILITY</u>	<u>SEA STATE</u>	<u>WIND DIRECTION</u>	<u>WIND FORCE</u>
CLEAR <input type="checkbox"/>	OVERCAST <input type="checkbox"/>	RAIN <input type="checkbox"/>		
FOG <input type="checkbox"/>	SNOW <input type="checkbox"/>	OTHER <input type="checkbox"/>	(PLEASE SPECIFY).....	
ACCIDENT CONSEQUENCES (CHOOSE FROM FOLLOWING OPTIONS)				
<input type="checkbox"/> LOSS OF LIFE <input type="checkbox"/> MISSING	No OF PERSONS - NATIONALITY			
<input type="checkbox"/> INJURY (No of days of incapacitation, if applicable)	No OF PERSONS - NATIONALITY			
<input type="checkbox"/> TOTAL LOSS OF VESSEL	<input type="checkbox"/> SEMI-SINKING OF VESSEL	<input type="checkbox"/> CAPSIZING		
<input type="checkbox"/> PERMANENT LIST	<input type="checkbox"/> VESSEL ABANDONMENT			

<input type="checkbox"/> LOSS OF PROPULSION	<input type="checkbox"/> LOSS OF POWER	<input type="checkbox"/> LOSS OF RUDDER CONTROL
<input type="checkbox"/> WATER INGRESS	<input type="checkbox"/> PROGRESSIVE <input type="checkbox"/> MASSIVE <input type="checkbox"/> UNDER CONTROL <input type="checkbox"/> NOT UNDER CONTROL	VESSEL'S COMPARTMENTS AFFECTED
<input type="checkbox"/> HULL DAMAGE		<input type="checkbox"/> DAMAGES TO OTHER SPACES OF VESSEL
<input type="checkbox"/> POLLUTION	POLLUTION TYPE	QUANTITY
<input type="checkbox"/> NOTHING OF THE ABOVE		
AREA OF VESSEL WHERE THE ACCIDENT OCCURED		
DESCRIPTION OF EVENTS LEADING TO THE ACCIDENT		
DESCRIPTION OF DAMAGES TO THE VESSELS AND OTHERS <small>(Please provide photo material, if exists)</small>		
PROVIDE YOUR OPINION WHY THE ACCIDENT HAPPENED		
ACTIONS TAKEN OR RECOMMENDED AFTER THE ACCIDENT (what/by whom)		

TABLE II –DETAILS OF VESSEL AND SHIPOWNERS OR MANAGERS

SHIPOWNER-MANAGER DETAILS				
SHIPOWNER DETAILS <input type="checkbox"/>				
MANAGER <input type="checkbox"/>				
ADDRESS				
TELEPHONE No FAX No	MASTER	VESSEL	MANAGER	AGENT
EMAIL				
VESSEL DETAILS				
IMO No			CALL SIGN	
LENGTH	OVERAL L	BETWEEN PP	TONNAGE	
			PROPULSION TYPE (motor, sail, hydrojet, etc.)	
BREADTH			DEADWEIGHT (FOR M/T)	
DATE OF DELIVERY			HULL MATERIAL	
CLASSIFICATION SOCIETY			TYPE OF CLASS	
No OF CREW (Please attach crew list)			No OF PASSENGER (Please attach Passenger List)	
SEA AREA CERTIFIED TO OPERATE (According to vessel's certificate)			TOTAL No OF PERSONS (According to vessel's certificate)	
VOYAGE DETAILS				
LAST PORT OF CALL		PORT OF DESTINATION		
TIME AND DATE OF SAILING (Local)		CARGO DETAILS (Type-quantity)		
VDR (Voyage Data Recorder)	<input type="checkbox"/> YES	MANUFACTURER		
		TYPE-MODEL		
	<input type="checkbox"/> NO	HAS THE VDR DATA OF THE ACCIDENT BEEN SAVED?	<input type="checkbox"/> YES	<input type="checkbox"/> NO

TABLE III –ADDITIONAL INFORMATION

DETAILS OF VESSELS IN THE AREA AT THE TIME OF THE ACCIDENT	
DETAILS OF VESSELS PROVIDED ASSISTANCE	
DETAILS OF PERSONS (BESIDES PERSONS DIRECTLY INVOLVED) WHO MAY HAVE ADDITIONAL INFORMATION ABOUT THE OCCURENCE	

TABLE IV –DETAILS OF PERSONS

DETAILS OF PERSON WHO COMPLETED THIS REPORT			
NAME		DATE	
POSITION			
CONTACT DETAILS	TEL. No. : MOBILE No:		
E-MAIL			
ALL INFORMATION PROVIDED IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE (Please tick box)			<input type="checkbox"/>

DETAILS OF DESIGNATED PERSON ASHORE (If applicable)

NAME	
CONTACT DETAILS	TEL. No. : MOBILE No:
E-MAIL	

DETAILS OF VESSEL’S SAFETY OFFICER (If applicable)

NAME	
CONTACT DETAILS	TEL. No. : MOBILE No:
E-MAIL	

INFORMATION TABLE FOR INJURED PEOPLE

NAME SURNAME	NATIONALITY	AGE	STATURE/RANK (CREW, PASSENGER etc)	INJURY DESCRIPTION	CONTACT DETAILS (HIS/HERS OR NEXT OF KIN)

ANNEX**(Information on how to complete certain brackets in Table I. NOT TO BE RETURNED)****WIND FORCE (BEAUFORT SCALE)**

Force	Description	Equivalent speed in Knots	Mean speed in Knots	Equivalent speed in m/sec	Equivalent speed in Km/h	Specification
0	Calm	00	00	0 - 0,2	01	Sea like a mirror
1	Light Air	01 - 03	02	0,3 - 1,5	01 - 05	Ripples with the appearance of scales are formed, but without foam crests.
2	Light breeze	04 - 06	05	1,6 - 3,3	06 - 11	Small wavelets, still short, but more pronounced. Crests have a glassy appearance and do not break.
3	Gentle	07 - 10	09	3,4 - 5,4	12 - 19	Large wavelets. Crests begin to break. Foam of glassy appearance. Perhaps scattered white horses.
4	Moderate	11 - 16	13	5,5 - 7,9	20 - 28	Small waves, becoming larger; fairly frequent white horses.
5	Fresh	17 - 21	19	8,0 - 10,7	29 - 38	Moderate waves, taking a more pronounced long form; many white horses are formed. Chance of some spray.
6	Strong	22 - 27	24	10,8 - 13,8	39 - 49	Large waves begin to form; the white foam crests are more extensive everywhere. Probably some spray.
7	Near Gale	28 - 33	30	13,9 - 17,1	50 - 61	Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind.
8	Gale	34 - 40	37	17,2 - 20,7	62 - 74	Moderately high waves of greater length; edges of crests begin to break into spindrift. The foam is blown in well-marked streaks along the direction of the wind.
9	Strong gale	41 - 47	44	20,8 - 24,4	75 - 88	High waves. Dense streaks of foam along the direction of the wind. Crests of waves begin to topple, tumble and roll over. Spray may affect visibility.
10	Storm	48 - 55	52	24,5 - 28,4	89 - 102	Very high waves with long over-hanging crests. The resulting foam, in great patches, is blown in dense white streaks along the direction of the wind. On the whole the surface of the sea takes on a white appearance. The 'tumbling' of the sea becomes heavy and shock-like. Visibility affected.
11	Violent	56 - 63	60	28,5 - 32,6	103 - 117	Exceptionally high waves (small and medium-size ships might be for a time lost to view behind the waves). The sea is completely covered with long white patches of foam lying along the direction of the wind. Everywhere the edges of the wave crests are blown into froth. Visibility affected.
12	Hurricane	64 and above		32,7 and above	118 and above	The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected.
Unknown						

SEA STATE (DOUGLAS SCALE)

0	Calm glassy	00 m
1	Calm rippled	0 – 0.1 m
2	Smooth	0.1 – 0.5 m
3	Slight	0.5 – 1.25 m
4	Moderate	1.25 – 2.5 m
5	Rough	2.5 – 4.0 m
6	Very rough	4.0 – 6.0 m
7	High	6.0 – 9.0 m
8	Very high	9.0 – 14.0 m
9	Phenomenal	+14.0 m
Unknown		

VISIBILITY

Very poor	Vis. < 0.5 nm
Poor	0.5 ≤ Vis. ≤ 2.0 nm
Moderate	2.0 ≤ Vis. ≤ 5.0 nm
Good	5.0 ≤ Vis. ≤ 25.0 nm
Very good	Vis. ≥ 25.0 nm
Unknown	

LIGHT

Daylight
Twilight
Night
Unknown