



**Collision between Cruise Ship Aegean Paradise and HCG SAR Boat 519**

**Serious marine casualty**

**JULY 2016**

**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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 26th of July 2015 that led to the "serious marine casualty".
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

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 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 in Local Times (UTC +3).

**Marine casualty synopsis**

On 26 July 2015 at 06:29, Cruise Ship Aegean Paradise, under Bahamas Flag while en route to Cesme, Turkey collided with the Search & Rescue Boat 519 of the Hellenic Coast Guard which was missioned on an undergoing search & rescue operation, in Chios Channel, approximately 1.15 nm ESE of Cape Agia Eleni, Chios Island, in position Lat: 38° 19.072 N Long:026° 10.945 E. The marine accident occurred in daylight and sea state was almost calm however visibility was very poor and restricted due to dense fog conditions prevailing at the navigated area's surroundings between Chios and Turkey.

**Cruise Ship Aegean Paradise**

The 174m of length cruise ship was built in 1990 in Japan as a three star cruise ship and was converted to a four star in 2006, in Greece. She could accommodate 862 passengers and was crewed with 297 crew members. At the time of the marine accident she was managed by a Greek Company and was chartered by a Turkish tour operator. She was cruising on scheduled 3-5 days round voyages from Cesme, as home port to the Greek Islands of Aegean Sea. On casualty day she was on her way to Izmir, completing a four-day cruise.

**Hellenic Coast Guard Search and Rescue Boat 519**

SAR Boat 519 was a 60 ft Halmatic Class, self righting Coast Guard boat, built in Greece. It was based in Chios Island for carrying out SAR operations. At the time of the marine casualty it was manned with a crew of Coast Guard Officers and was on a rescue operation. In particular, having recovered 25 irregular migrants from sea she was heading to another possible target, originally identified as an inflatable boat. It is noted that during the summer period of 2015 mass migration flows were using the sea routes between Turkey and Greek bordering Islands (Lesvos, Chios, Samos etc.), an issue broadly spread to public through media.

**The Casualty**

At 06:05 Aegean Paradise was approaching her charted on ECDIS WPT, that was almost before entering Chios Channel. She was heading to 332° and running at a speed of approximately 11 knots, steered by autopilot. By that time the Chief Officer was on the bridge watch together with an AB with Look Out duties. It was reported that the Chief Officer, having observed that dense fog covering Chios Channel, posted an AB on the forecastle as a second Look out. At approximately 06:20 Aegean Paradise reached the next way point maintaining the same speed whilst her course was altered to approximately 015°. By that time she had already entered the restricted visibility zone due to dense fog covering the sea area. Navigation was conducted by utilizing the ARPA radar at 3nm of range, fitted on bridge port side that was interfacing with ECDIS by transferring targets' data on its screen.

Based on electronic data extracted through Aegean Paradise VDR, by the time she was approaching Chios Channel the sea area was under increased small boats marine traffic activity, as at least one Greek patrol boat and two Turkish were patrolling in the area under various courses and speeds; fishing boats were fishing close to the Greek coast and borderline; coaster tanker Karpathos was inbound towards the Channel from North and inflatable boats with irregular migrants were crossing the channel heading towards the Greek coast. Most of referred targets had been observed and acquired by the Chief Officer on the Watch. Following Aegean Paradise course alternation on predefined WPT, at approximately 06:20 a non moving small target that had already been plotted through ARPA as target no 5, appeared to be almost 2nm ahead and slightly off her port bow with estimated CPA close to 0.1nm. As she was crossing the channel keeping the same speed and course, at about 06:22 two other small targets already plotted through her ARPA were recorded to be slightly off her port bow with the closest passing abeam at 0.2nm while the most distant's CPA was less than 0.15nm. They were both recorded under slow speed close to 02 knots and courses towards the Greek coastline. At the same time two other small targets were recorded off Aegean Paradise starboard side almost at zero speed however with CPA of less than 0.1nm. According to ARPA extracted data, moments after, the closest target off to Aegean Paradise starboard bow was recorded to be just dozens of meters abeam of her. By that time, at approximately 06:25, the target further and off to her starboard bow was almost at zero speed with CPA 0.15nm while target no 5, that proved to be SAR 519 had started moving almost northwards under slow speed close to 1.8 knots. Based on Aegean Paradise ARPA data her CPA was recorded at 0.59 nm. According to information provided during the investigation process SAR 519 while underway was sounding signals for restricted visibility.

At approximately 06:27 Aegean Paradise was keeping the same course and speed close to 11 knots while the target on her starboard side was about to pass abeam at a CPA less than 0.4nm. SAR 519 had slightly increased her speed close to 4.3 knots as she was towing a 10 m of length inflatable boat and had 25 irregular migrants on board. Under almost parallel courses, Aegean Paradise was gradually undertaking her. Seconds after SAR 519 having observed a small zero speed target on her port bow altered its course slightly to starboard. At Approximately 06:28 Aegean Paradise under the same course and speed was undertaking SAR 519 which was underway and recorded at about 0.17nm off her bow. However ARPA processed data were showing collision courses with CPA 0.01 nm and TCPA 1.3 minutes. At 06:29:20 the 4863 tons DWT Cruise ship hit with her bulbous bow SAR 519 on its underwater hull aft starboard section that was actually lifted for seconds before started being carried away by the waves off to her port side. The Aegean Paradise OOW and the Look Out ABs had seen nothing of SAR 519. SAR 519 sustained severe structural damages on its starboard hull and propulsion system as well as on its superstructure. Nevertheless notwithstanding the heavy hit it remained afloat and was towed to Chios port soon after. No injuries occurred as the irregular migrants had been fortunately positioned on SAR forecastle. Aegean Paradise OOW and Look Outs had not realized the collision situation until informed by Chios Coast Guard, minutes after. She was ordered to anchor outside Chios port and not permitted to sail for the next 05 days. Aegean Paradise had not suffered any structural damages and went back into service. SAR 519 was decommissioned and underwent major repairs.

**Investigation**

The safety Investigation and analysis conducted has highlighted several contributing and underlined factors that led to the examined case. Such factors include in random order poor bridged performance, failure to follow COLREGS, lack of communication, ineffective navigation, poor judgment, complacency and others as will be listed in the expected Final 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. The final safety Investigation report will subsequently be issued following the consultation period.



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Safety Investigation  
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(Conjunction extract of art. 1.b,  
4.1.a & 4.1.b)

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Grigoriou Lambraki Street 150  
P.C. 185 18  
Piraeus, Greece

Tel: 213 1371970  
213 1371969  
213 1371968  
213 1371269  
Email: hbmci@yna.gov.gr  
Website: www.hbmci.gov.gr

## FACTUAL INFORMATION

### VESSELS' PARTICULARS

Name	Aegean Paradise	SAR Boat 519
Flag	Bahamas	Greek
Port of Registry	Nassau	Hellenic Coastguard
Ship's type	Cruise ship	Search & Rescue Halmatic Class
IMO	8902333	-
Call sign	C6UU6	-
LOA (m)	174.00	17.93
Breadth (m)	24.00	5.22
Year of built	1990	-
Shipyard	Ishikawajima-Harima Heavy Industries Co., Ltd.—Tokyo/Japan	-
Construction material	Steel	-
Gross Tonnage	23287	-
Net Tonnage	9008	-
Engine / Power /Speed	2 x PIELSTICK 12 PC 2-6 4T, 12 Cyl. / 13136 Kw / 520 rpm	-
Classification Society	B.V.	Hellenic Coast Guard
Minimum Safe Manning	48	-

### Voyage Particulars

Date of departure	08/07/2015	26/07/2015
Trading Area	International	Greek Search & Rescue region
Crew on board	297	-

### Marine Casualty Information

Date & time	26 July 2015, 06:29:20 Local Time	
Type of marine casualty	Serious marine casualty	
Weather conditions	Wind variable 1-2 Bf / Sea state almost calm /restricted visibility - dense fog	
Location of casualty	1.15 nm ESE of Cape Agia Eleni, Chios Island, Greece (Lat.: 38° 19.072' N / Long.: 26° 10.945' E)	
Damages to ship	None	Severe on hull, propulsion and superstructure
Damage to equipment	None	Propulsion system, gear box, engines, communication antennas, rails etc.
Fatalities / injuries	None	None

Aegean Paradise anchored at 0800 LT



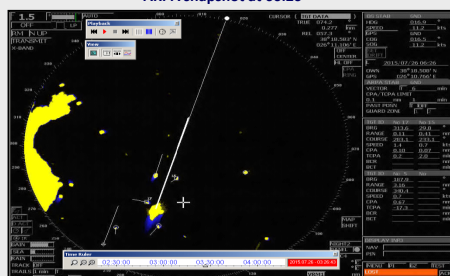
Scratches on bow that hit SAR 519 deck



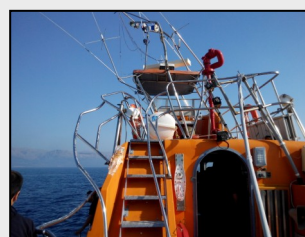
Her Bulbous Bow hit SAR underwater hull



ARPA snapshot at 06:26



SAR 519 superstructure damage



Aft section view penetrated by bow

