



# INTERIM REPORT

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

## MARINE ACCIDENT SAFETY INVESTIGATION

### DEATH OF SEAFARER ON BOARD "ALPHA LIBERTY" IMO No.9590709

#### Very serious marine casualty

JULY 2020

**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.

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.

#### «ALPHA LIBERTY»

ALPHA LIBERTY is a Post-PANAMAX bulk carrier, built in 2011 at Hyundai Heavy Industries Co. LTD shipyard. The vessel is owned by Muriel Shipping Limited and managed by Alpha Bulkers Shipmanagement Inc.

#### Marine Accident Synopsis

On the 14th of July 2020, at approximately 08.40 (00:40 UTC), the B/C ALPHA LIBERTY was en-route destined to Port Hedland for loading. On board the vessel there were the Master and 17 crew members. That morning, 7 crew members were tasked to carry out cleaning operations of the Cargo hold nr.7. During the conduction of cleaning an A/B fell from the upper platform of the forward access of hatch nr.7 to the bottom floor (tank top) of the cargo hold and was fatally injured.

Investigation on the causes of the accident revealed that the main accident event was the decision of the A/B chose to release himself of his safety belt in order to descend to the next platform of the vertical cargo hold staircase, with contributing factors the lack of personal safety awareness, inadequate supervision of the task carried out and possible fatigue due to the long continuous time (over 12 months) spent on board for most of the crew members involved in the tasks (including the deceased A/B) due to the difficulty in signing off and being repatriated because of the COVID-19 restrictions, which may have affected the safety alertness of all the involved seafarers.

#### 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 14th of July 2020 that led to a very serious marine casualty
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

#### 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. Such factors are referred in the synopsis above.

#### Final safety Investigation Report

A draft safety Investigation report has been prepared and is expected to be finalized shortly and circulated to involved and interested parties for consultation.



**Marine casualty  
Safety Investigation  
Law 4033/2011 as amended and  
applies**  
(Conjunction 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.

Grigoriou Lambraki Street 150  
P.c 185 18  
Piraeus

Tel: 213 1371968  
213 1371409  
210 1371267  
Fax: 213 1371269  
Email: hbmci@yna.gov.gr  
Website: www.hbmci.gov.gr

## FACTUAL INFORMATION

### SHIPS PARTICULARS

Name	ALPHA LIBERTY
Flag	GREEK
Port and number of Registry	Piraeus 12244
Ship's type	B/C
IMO	9590709
Call sign	SVCA6
LOA	291.97m
Breadth	45 m
Year of built	2011
Shipyard	Hyundai Heavy Industry, Ulsan, Korea
Construction	Steel
Gross Tonnage	93274
Net Tonnage	60453
Engine / Power	1 MAN B & W 6S70MC-C8 /18660 KW @ 91 rpm
Classification Society	ABS
Minimum Safe Manning	12

### Voyage Particulars

Last port of call	Changzhou (China)
Trading Area	International Voyages
Cargo on board	UNLADEN
Crew on board	18

### Marine Casualty Information

Date & time	14-07-2020, 08:40 (LT)
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	good (partially cloudy, wind WSW at 4 Bf)
Location of casualty	Sulu Sea
Damages to ship	-
Fatalities / injuries / pollution	One (01) Death of AB



Figure 1: B/C ALPHA LIBERTY