



HBMCI

Hellenic Bureau for
Marine Casualties
Investigation

Very serious marine casualty

November 2024

**Marine casualty
Safety Investigation
Law 4033/2011**

(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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 02nd of November 2023 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.

HBMCI conducts the safety investigation of issued marine casualty as the Lead Investigation State. The content of this Interim Report is based on currently 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.

M/V "ATA 2"

ATA 2 is a 4.632 gross tonnage Vanuatu registered General Cargo vessel engaged in international trade. She was built in 2006 in China, by Zhejiang Shenzhou Shipyard. The vessel had a length overall of 118.60 m, a moulded breadth of 16.20 m and a moulded depth of 7.80 m. She had a summer deadweight of 6,555.10 tonnes, corresponding to a summer draft of 6.10 m. ATA 2 was classed by Bulgarian Register of Shipping (BRS). Propulsive power was provided by an 8- cylinder DAIHATSU marine diesel engine, producing 2,500 kW/ 2.400 RPM/750 RPM. The vessel had two (02) sets of steel davits, on each side, on the first accommodation deck above the main weather deck. The davits form part of a steel cradle and frame work that is welded on the deck. The davits swing out by gravity and pivot on a hinged pin. In the stowed position, two (02) Harbour pins (cradle clamps) prevent davits from accidentally swinging out. At the time of the examined marine casualty she was crewed with 13 seafarers, including the Master.

Marine Accident Synopsis

On 26-10-2023 "ATA 2" departed from Porto Romana (Albania), in ballast condition after discharging her cargo with destination Igoumenitsa (Greece) in order to get provisions. Vessel arrived at the anchorage area of Igoumenitsa on 02-11-2023 at approximately 06:00 L.T. The same day a Port State Control Inspection (PSC) took place on board "ATA 2".

During the PSC inspection, one of the various operational tests carried out was the lowering of a life boat. The port side life boat was selected for lowering. The lowering of the life boat and an operational test in sea commenced without any problem and the PSC Inspection continued to other areas of the vessel. Then Bosun and one A/B proceeded to heave up the life boat to the stowage position. During that operation it was observed that one davit arm could not get attached to the "stowing" position so the AB engaged the crank handle in order to manually heave up the davit. As the crank handle was turning with difficulty, the AB applied more force. Suddenly the lever broke at a point which was welded in the past, possibly by the crew and the crank handle rotated speedily in reverse hitting severely the AB on the face near his right eye.

Emergency Response Actions

The Master was immediately informed and actions were taken to transfer the injured crew member ashore for medical assistance. A HCG patrol boat was engaged in the Medevac and the injured crew member was transferred to a local hospital. However, due to the severe injuries the AB died the following day.

Investigation

The analysis of the evidence and information collected is under process, in order to determine the conditions and the contributing factors that led to the examined very serious marine casualty.

Final safety Investigation Report

The draft safety Investigation report is under preparation and is expected to be finalized as soon as all evidence have been analyzed; the draft report will be circulated to involved and interested parties for consultation.

FACTUAL INFORMATION

SHIPS PARTICULARS

Name	ATA 2
Flag	Vanuatu
IMO	9387669
Ship's type	General Cargo
LOA	118,60 m
Gross Registered Tonnage	4.632 gt
Engine / Power	(01) DIESEL ENGINE/2500 KW
Construction	Steel
Year of built/shipyard	2006/Zhejiang Shenzhou , China
MMSI	577127000
BREADTH	16,20 m
DEADWEIGHT	320,780 mt
Draft	21,00 m

MARINE CASUALTY

Date & time	02/11/2023 at approximately 18:30 LT
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	Wind: NW 6 with gusts up to 30 knots, Clear, Visibility Good, Day
Location of casualty	Anchorage area of Igoumenitsa (Greece)
Damages to ships	none
Fatalities / injuries / pollution	(01) one person, Egyptian National



Figure1: M/V "ATA 2"



Figure2: The broken lever of the handle

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