

**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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 27th of October 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.

**Very serious marine casualty**

**OCTOBER 2021**

HBMCI conducts the safety investigation of issued marine casualty as the Leading Investigation State, in cooperation with the Portuguese Accident Investigation Authority (GAMA) and Commission on Maritime Accident Investigation of Poland. 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. All times quoted are local times unless otherwise stated.

**Container Vessel MAERSK LAUNCESTON**

MAERSK LAUNCESTON is a 50,736 gross tonnage Container Vessel under Portugal Flag. She was built in 2005 in Denmark by Odense Steel Shipyard Ltd. On 27<sup>th</sup> of October 2020, she departed from Piraeus Container terminal port, in loaded condition with 22 crew members. At the time of the collision she was navigating in the Saronic Gulf, approximately 3,6 nm south off Piraeus passenger port entrance towards the north entrance of Piraeus Traffic Separation Scheme.

**Hellenic Navy Ship (HNS) KALLISTO**

KALLISTO was a 60 m Greek Navy mine hunter. She was built in Southampton (UK) in 1987 by Vosper Thornycroft shipyards and was delivered to the British Navy in 1988 under the name HMS BERKELEY. She was constructed of GRP (GRP-Glass (fiber) Reinforced Plastic). On 6<sup>th</sup> of February 2001 she was delivered to the Greek Navy in Portsmouth, England and was renamed to KALLISTO. On the day of the marine accident she had sailed from the Naval Base of Salamis Island with 27 crew members. During the time of the collision she was navigating towards the north entrance of Piraeus Traffic Separation Scheme.

**Marine Accident Synopsis**

On 27<sup>th</sup> of October 2020 at approximately 06:45 C/V MAERSK LAUNCESTON departed from Piraeus Container Terminal - Pier I under pilotage. She was loaded with 1561 container units (2375 TEU) and her next port of call was Izmit Container Terminal, in Marmaras Sea, Turkey. At approximately 07:06 the pilot disembarkation was completed under the supervision of the Chief Officer and at approximately 07:08 the vessel cleared of Psytalia Island NE end. According to evidence collected following the Pilot's disembarkation, the Master relieved the Chief Officer and the AB from their duties as OOW and look out respectively, in order to get their breakfast. Consequently at 07:15 the Master remained alone on the bridge navigating MAERSK LAUNCESTON on autopilot at 10 knots towards the north entrance of Piraeus Traffic Separation Scheme, keeping a course of about 162°.

At approximately 07:10 Mine Hunter KALLISTO had passed Psytalia Island SW end proceeding towards the north entrance of Piraeus TSS. By that time she was displayed on the S-Band radar of MAERSK LAUNCESTON. HNS KALLISTO was navigating at about 155° running at the speed of about 11 knots. The navigational watch was consisted of 2 Officers (the Commander and the Navigation Officer) and two Petty Officers (the helmsman and the lookout).

At approximately 07:25 MAERSK LAUNCESTON was increasing speed running at 16 knots and was gradually approaching KALLISTO to overtake her from her starboard quarter. As per available evidence extracted from MAERSK LAUNCESTON's VDR, at approximately 07:28 (two minutes before both ships collided), while she was navigating with 16,5 knots, her Master spotted the Mine Hunter by sight and blew the vessel's whistle once with a short blast. One minute later the Master blew a second short blast. By that time KALLISTO's course was reported 153° and speed 12 knots. The Mine Hunter seconds before the collision maneuvered hard to port and at that time her heading was recorded at 158°. However at approximately 07:30 and almost 3 n.m north of the northern entrance of Piraeus TSS (Lat: 37° 52,02' N and Long: 023° 36,35'E), MAERSK LAUNCESTON bulbous bow penetrated KALLISTO's port side aft section.

At 07:32 MAERSK LAUNCESTON Master reported the marine casualty to Piraeus VTS which in turn notified Piraeus JRCC (Joint Rescue Coordination Center). Immediately a search and rescue operation was launched under the coordination of Piraeus JRCC. Coast Guard patrol boats were mobilized and rapidly arrived on scene as well as nearby vessels.

As a result of the collision and the developed forces KALLISTO was broken in two pieces; the aft part was detached and sank within seconds, while her fore section remained floating and listing to approximately 60° to starboard. Due to the heavy impact, 4 crew members of KALLISTO fell overboard and were rescued by HCG patrol boat.

MAERSK LAUNCESTON sustained only scratches and coating damages on her bulbous bow and port bow quarter.

At approximately 08:37 KALLISTO's Commander ordered his crew to direct to a navy ship alongside, while he remained on board together with three more Officers. Two crewmembers had sustained injuries and were transferred to the Naval Hospital.

Sea pollution was observed around the casualty scene. The Piraeus Coast Guard Authority launched the emergency contingency plan and deployed antipollution floating booms and contained the pollution.

The floating section of KALLISTO was towed to Salamis Naval Base. The aft section remains sunk and is expected to be recovered.

MAERSK LAUNCESTON did not sustained structural damages and her class and statutory certificates remained valid.

However due to the fact that she was involved in the marine casualty she was inspected by the Port State Control Office of Piraeus Coast Guard Authority and was detained. She was permitted to sail on 11<sup>th</sup> of November 2020.

HNS KALLISTO was considered a total loss.

**Investigation**

The analysis of the evidence and information identified contributing factors related to COLREG; Bridge Resource Management (BRM); and others as will be analyzed in the final investigation report.

**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 circulated to involved and interested parties for consultation.



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## FACTUAL INFORMATION

### SHIPS PARTICULARS

<b>Name</b>	<b>MAERSK LAUNCESTON</b>
<b>Flag</b>	Portugal
<b>IMO</b>	9294408
<b>Ship's type</b>	Container Vessel
<b>LOA</b>	265.84 m
<b>Gross Tonnage</b>	50736 tons
<b>Engine / Power</b>	(01) HSD/Waertsilae/Sulzer/45760 KW
<b>Construction</b>	Steel
<b>Year of built/shipyard</b>	2005/Odense Steel Shipyard Ltd –Danemark

<b>Name</b>	<b>KALLISTO</b>
<b>Flag</b>	GREEK
<b>Ship's type</b>	Navy Ship
<b>LOA</b>	60 m
<b>Year of built / Shipyard</b>	1987 / Vosper Thornycroft shipyards-Southampton(Great Britain)
<b>Engine / Power</b>	(02) two MTU 8V 396 74K 1080HP (805KW)
<b>Construction</b>	GRP (Glass Reinforced Plastic)

### MARINE CASUALTY

<b>Date &amp; time</b>	27/10/2020 at 07:30 LT
<b>Type of marine casualty</b>	Very serious marine casualty
<b>Weather &amp; environmental conditions</b>	Clear-Visibility Good, SE Wind 3-4 bf , Daylight
<b>Location of casualty</b>	Lat: 37° 52,02' N, Long: 023° 36,35' E
<b>Damages to ships</b>	The aft section of KALLISTO was detached and MAERSK LAUNCESTON sustained abrasions on her bulb.
<b>Fatalities / injuries / pollution</b>	None/02 crew members of KALLISTO were injured. Sea pollution of 2500 m2, scattered dark spots of petroleum .



**Figure 1: The abrasions in the bulbous bow of MAERSK LAUNCESTON**



**Figure 2: The scratches on the port bow of MAERSK LAUNCESTON**



**Figure 3: HNS KALLISTO minutes after the collision.**