

**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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 3rd of September 2025 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

September 2026

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 “UNION MARINER”

Union Mariner under Greek Flag is a Bulk Carrier Vessel engaged in international trade. She was built in 2013 in China, by COSCO Dalian Shipyard Co Ltd. At the time of the examined marine casualty she was crewed with 20 seafarers, including the Master. On the 3rd of September 2025 the vessel was sailing under ballast condition from India to Brazil.

Marine Accident Synopsis

On 03/09/2025 M/V “UNION MARINER” was passing through the southwest (SW) region of Madagascar, heading to Brazil, while cargo hold cleaning operations were in progress. More specifically, cleaning operations had been scheduled to be carried out in Cargo Hold No. 7. Seven (07) crew members were involved in the cleaning operation. Three (03) of them, the Bosun and two AB’s were positioned at the bottom of Cargo Hold No. 7 and the fourth crew member, an AB, was positioned on the PMA– inspection platform (Permanent Means of Access) within the same cargo hold. Outside the cargo hold, the Chief Officer (C/O) was supervising the task and overseeing the overall operation along with two (02) crew members who assisted in the cargo hold No7 cleaning operations.

The AB who was positioned on the inspection platform was carrying an electrical high-pressure water jetting machine for cleaning the cargo hold No.7 and more specifically to clean cargo residues from it. At approximately 11:45 the C/O heard a scream coming from the AB who was positioned at the inspection platform. Immediately he noticed that the AB had collapsed on the platform/deck below, carrying the spray gun of the water jetting machine and immediately proceed to the scene in order to assess the situation. The Bosun ordered to unplug the electric high-pressure water jetting machine. At the time of the casualty, the affected crew member was wearing protective gloves, safety shoes, a safety helmet and a waterproof protective clothing.

Emergency Response Actions

The C/O, who was outside the Cargo Hold, immediately proceeded to the spot and found the crew member unconscious. First aid was provided by the crew members to the AB and he was checked for signs of pulse and breathing. As he had not pulse or breathing ,a cardiopulmonary resuscitation (CPR) was immediately commenced by the C/O. The seafarer was subsequently transferred to the vessel’s hospital for further medical care, while, at the same time, the Master contacted the Red Cross Athens, for medical assistance. The CPR on the AB seaman continued up to 14:25 with no signs of pulse or breathing. The Master communicated again with the Red Cross, who in reverse instructed him that there wasn’t anything to do and to declare him dead. The vessel changed its course to the nearest port, Fort Dauphin (Madagascar), in order to disembark the diseased seafarer and make the necessary arrangements for his repatriation.

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 report.

Final safety Investigation Report

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



HBMCI
Hellenic Bureau for
Marine Casualties
Investigation

**Marine casualty
Safety Investigation
Law 4033/2011**
(summary extract of art. 1.b,
4.1.a & 4.1.b)

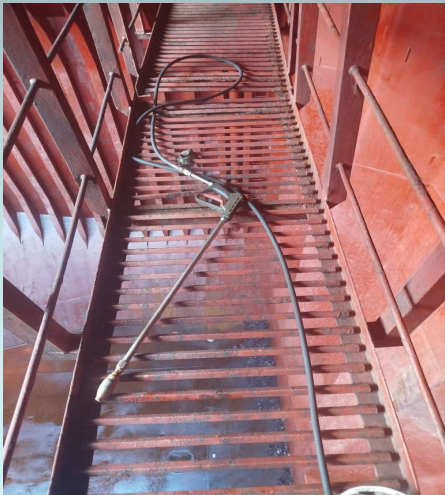
The conduct of Safety Investigations into marine casualties or incidents is independent from criminal, discipline, administrative or civil proceedings whose purpose is to apportion blame or determine liability. The sole objective of the conduct of a safety investigation is to ascertain the circumstances 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.

**Hellenic Bureau for
Marine Casualties
Investigation**

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

Tel.: +30 213 137 1970
1307
1297
1969

Email: hbmci@yna.gov.gr
Website: www.hbmci.gov.gr

FACTUAL INFORMATION	
SHIPS PARTICULARS	
Name	UNION MARINER
Flag	GREECE
IMO	9628934
Ship's type	BULK CARRIER
LOA	224,77m
Gross Registered Tonnage	44,647 gt
Engine / Power	(01) MAN B&W HYUNDAI HEAVY INDUSTRIES CO, LTD
Construction	Steel
Year of built/shipyard	2013, COSCO Dalian Shipyard Co Ltd, China
MMSI	241222000
Breadth	59,60m
Deadweight	81, 963.61 mt
Draft	14.52 m
MARINE CASUALTY	
Date & time	03/09/2025 at approximately 11:45 LT (08:45 UTC)
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	Clear-Visibility Good, Day
Location of casualty	Sea area 120 n.m. SW of Madagascar
Damages to ships	none
Fatalities	(01) one crew member, Philippines National
 M/V "UNION MARINER"  Depiction of the inspection platform (PMA) in Cargo Hold No. 7.	