

**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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 24th of December 2018 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. 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.

M/T ZEFYROS

M/T ZEFYROS is a 22.181 tons oil tanker, under Panama flag and was launched in 2013. By the time of the examined marine accident she was on a chartered voyage and crewed with 24 seafarers, including the Master. Her last loading port was Rabich in Saudi Arabia and she was bound to Fujairah. Her voyage included an intermediate stop in order to embark three (03) Security Guards to make the transit from Red Sea to Fujairah.

Marine Accident Synopsis

On the 24th of December 2018 at 10:40, M/T “ZEFYROS” approached the position where the Security Guards would embark. The Security Guards were transferred to the vessel via a service boat. The pilot ladder was prepared 1.5 meters above the sea level.

At 11:00, the service boat approached vessel’s port side and the Security Team started the embarkation. At 11:04 the team leader of the Security Guards boarded safely on the vessel. At 11:06 the second member started to climb the pilot ladder. However, before reaching to the deck level he stopped to take a rest. Following he tried to continue yet he was unable to make any further steps and stopped, while he was breathing heavily he abandoned the effort and started going down.

Suddenly he released his hands and fell from about 6.5 meters height in position Lat: 16 51,1 N and Long:040 08.3 E. During his fall, he hit his hip onto the service boat’s fender and fell into the water between the service boat and the vessel.

Immediately, the Bridge was informed for the “Man Overboard” and relevant actions were taken such as the engine was stopped, the rudder was set hard to port and a life-buoy was thrown by the vessel’s crew. It was stated that the Security Guard after his fall into the sea, was moving his hands and was still conscious.

At approximately 11.10 the injured Guard was recovered by the service boat and was directed to another service boat almost 20 minutes away, where first aid could be provided. Nonetheless, during his transfer, he felt unconscious and later on was pronounced dead.

Investigation

The analysis of the evidence and information collected in under process, in order to determine the conditions and the contributing factors that led to the examined very serious marine casualty and mainly focus on safety measures during the embarkation procedure and others as will be presented in the final safety investigation 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.



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FACTUAL INFORMATION

SHIPS PARTICULARS

Name	ZEFYROS
Flag	PANAMA
Port and number of Registry	PANAMA—44680
Ship's type	OIL /CHEMICAL TANKER
IMO	9515917
Call sign	3FFL3
LOA	183 m
Breadth	32.20 m
Year of built	2013
Shipyard	SSP Plant @ Shipbuilding Co. LTD
Construction	Steel
Gross Tonnage	29.924 Tons
Net Tonnage	13.429 Tons
Engine / Power	ONE MAN B & W 6S50MC-C / 12800 BHP
Classification Society	BUREAU VERITAS
Minimum Safe Manning	14

Voyage Particulars

Last port of call	RABICH (SAUDI ARABIA)
Trading Area	International Voyages
Cargo on board	REFORMATE (35,688.20 MT)
Crew on board	20

Marine Casualty Information

Date & time	24/12/2018 at 11:06 LT
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	CLEAR-GOOD VISIBILITY, SE WIND DIRECTION 2 bf ,DAYTIME
Location of casualty	Red Sea LAT: 16 51,1 N/LONG:040 08.3 E

