

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

Very serious marine casualty

June 2023

(summary extract of art. 1.b,
4.1.a & 4.1.b)

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.

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.

M/V "BULK VALOR"

Bulk Valor under Panama Flag is a 32.365 gross tonnage Bulk Carrier Vessel engaged in international trade. She was built in 2010 in Cebu, Philippines by Tsuneishi Shipbuilding Co. At the time of the examined marine casualty she was crewed with 19 seafarers, including the Master. On 14 of June 2023 the vessel was at Lavrio anchorage, laden with 46.800 MT of cement.

Marine Accident Synopsis

On 14th of June 2023 "Bulk Valor" was at Lavrio anchorage and underwater operations from local diving services company were scheduled. More specifically, the vessel's managers had arranged with the diving company the inspection of the vessel's hull as well as the sealing of the high sea water chest (starboard side) in order for the engine crew to replace the suction valve of the No1 ballast pump because it could not isolate the pump from the high sea water chest.

The diving team would operate from a launch that was alongside the vessel's starboard side and consisted of two individuals, that is the diver who would conduct the inspection/sealing tasks and the supervisor who would coordinate and supervise the diving operation from the launch.

Before the beginning of the diving operations relative information between the diving supervisor and the vessel's responsible Officer were exchanged and the proper documents/check lists were signed. For the sealing of the sea chest a marine plywood patch with a rubber gasket would be placed externally of the chest's grate and secured with custom made metallic plates on bolts which would be welded on the vessel's hull.

During the aforementioned operation and at approximately 12:30, the diver was expected to have completed a certain task and return to the launch. The supervisor attempted repeatedly to communicate with the diver but he did not received any response to his messages. Immediately he took the spare air cable and dived in order to check the condition of the diver. As he approached to the sea chest he found the diver unconscious with his hand trapped between the plywood patch and the sea chest. He attempted to release the diver's hand but without success due to the force created by the suction of the sea chest. He returned to the launch to communicate with the vessel to stop all machinery operation and request to inform the competent authorities. Then he dived again and when he approached the diver the suction of the sea chest was stopped and he managed to release the diver and recover him on the launch.

Emergency Response Actions

The supervisor of the diving operation informed the vessel's company superintendent who was on board at the time of the accident, as well as the local Hellenic Coast Guard Authority and the Hellenic National Centre for Emergency Assistance. The vessel's engine crew intentionally caused a blackout in order to stop the operation of the high sea water chest. Then the supervisor managed with the assistance of the vessel's crew and the launch's skipper to recover the diver from the sea on the launch. The diver's body was transferred to shore by a HCG Patrol Boat and then by ambulance to the local hospital where he was pronounced dead. According to the death certificate, the diver's death was caused by drowning in sea water and injuries on his head and fingers were recorded.

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 June 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.

Investigation

The evidence and information analysis identified contributing factors related to communication and information exchange between the involved parties, supervision of the diving operation by the vessel's crew; 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.

FACTUAL INFORMATION

SHIPS PARTICULARS

Name	BULK VALOR
Flag	PANAMA
IMO	9520675
Ship's type	BULK CARRIER
LOA	189.99 m
Gross Registered Tonnage	32,365 tons
Engine / Power	(01) MITSUI MAN B&W 6S50-MC-C/MCO 8400KW x 113 RPM
Construction	Steel
Year of built/shipyard	2010/Tsuneishi Shipbuilding Co., Ltd., Cebu
MMSI	352986151
BREADTH	32.26 m
DEADWEIGHT	7650 MT
Draft	9.20 m

MARINE CASUALTY

Date & time	14/06/2023 at approximately 12:30 LT (15:30 UTC)
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	Clear-Visibility Good, Day
Location of casualty	Lavrio anchorage
Damages to ships	none
Fatalities / injuries / pollution	(01) one person/-/-

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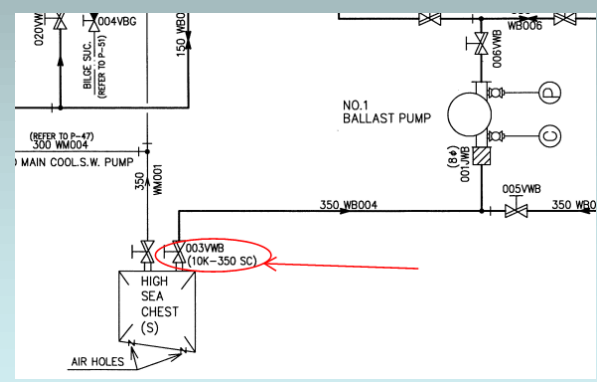
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M/V BULK VALOR, Source: Marine Traffic



The marine plywood patch



Drawing of ballast piping indicating the No1 Ballast Pump suction valve