



**HBMCI**

Hellenic Bureau  
for Marine  
Casualties  
Investigation

# **HBMCI's REPORT**

**FOR**

**2013 & 2014**

[PIRAEUS - DECEMBER 2014](#)

# HBMCI's REPORT FOR 2013 & 2014

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## PROLOGUE

The Hellenic Bureau of Marine Casualties Investigation (HBMCI) was established by Law 4033/2011 (Government Gazette 264 A'/ 22 December 2011), within the scope of enforcement of the European Directive 2009/18 / EC.

HBMCI conducts technical investigations after marine casualties or marine incidents with main task, through the analysis of the considered incident, to identify the contributing factors that led to it, to draw conclusions and to issue safety recommendations to the parties involved in the marine casualty, aiming to prevent or avoid future marine accidents.

The purpose of investigating marine casualties and incidents is not the setting or apportioning of blame or liability.

This report contains data regarding the marine accidents which were reported to HBMCI at late 2012, 2013 and 2014 (until 05-12-2014).

## SUMMARY

The statistics which are shown in this report on pages from 03 up to 08 are related to the casualty reports that have been made to HBMCI from 01-01-2013 until 05-12-2014.

The following table, on pages from 09 up to 11 groups the reported casualties according to their severity, the type of ship and the place onboard where they occurred.

In the following pages, from page 12 up to page 17 there is a depiction of the marine accidents and the very serious marine accidents which have been recorded to the European Marine Casualty Information Platform (EMCIP).

After these statistics, there is a table on pages from 18 up to 23 which shows the progress of each investigation which has been commenced by our Bureau. The table contains a brief summary for each investigated incident and shows schematically the stage which has already been completed for each investigation, in a self-explanatory way.

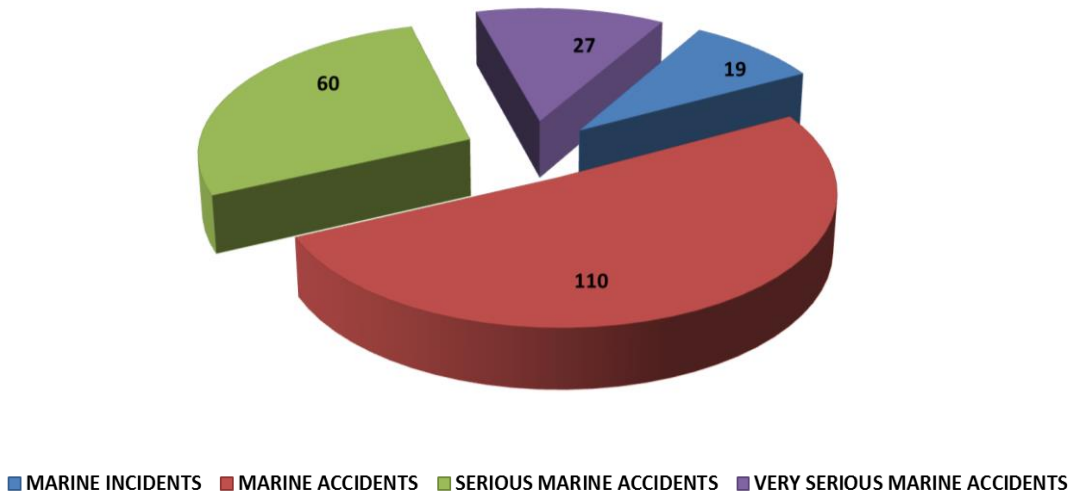
On page 24, there is an overview of HBMCI's Casualty Investigation Statistics, regarding the type of ship and the ship's Flag, for the investigations that have been commenced by our Bureau.

At the final part of the report there are two charts showing the Safety Recommendations issued by HBMCI per year and per addressee.

# HBMCI's STATISTICS FOR THE YEAR 2013

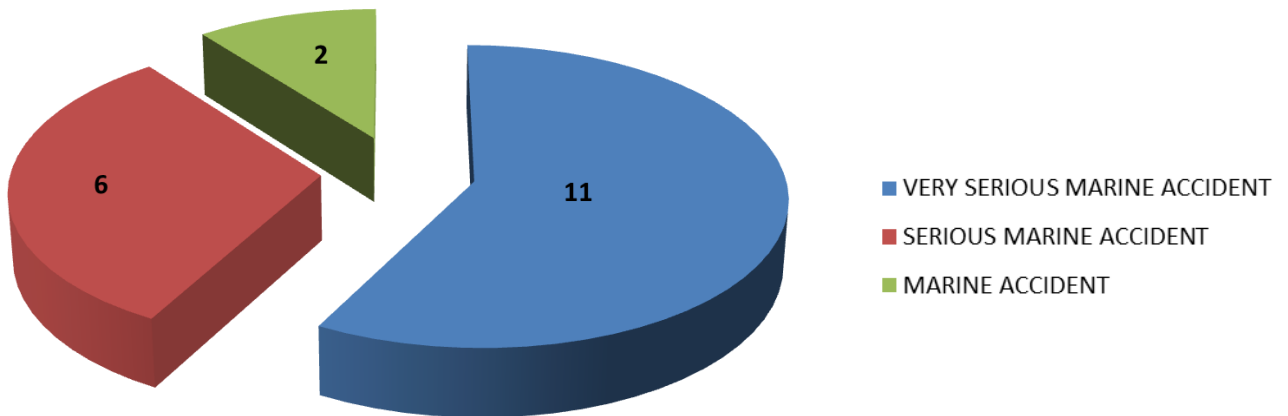
## OVERVIEW OF CASUALTY REPORTS MADE TO HBMCI IN 2013

CASUALTIES REPORTED TO HBMCI IN 2013



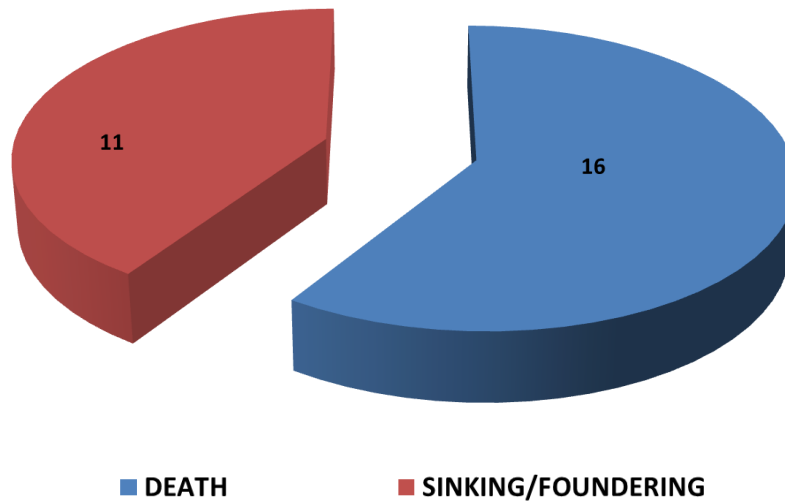
Graph 1: Casualties reported to HBMCI in 2013

CASUALTIES UNDER INVESTIGATION BY HBMCI FOR 2013



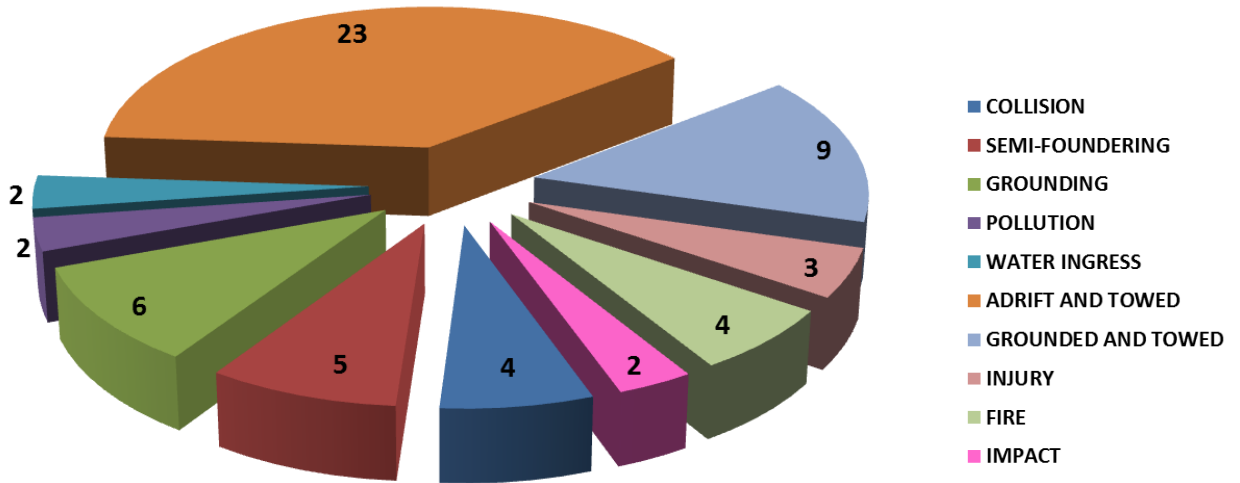
Graph 2: Categories of casualties under investigation by HBMCI for 2013

**CATEGORIES OF VERY SERIOUS MARINE ACCIDENTS FOR 2013**



**Graph 3:** Categories of very serious marine accidents for 2013\*

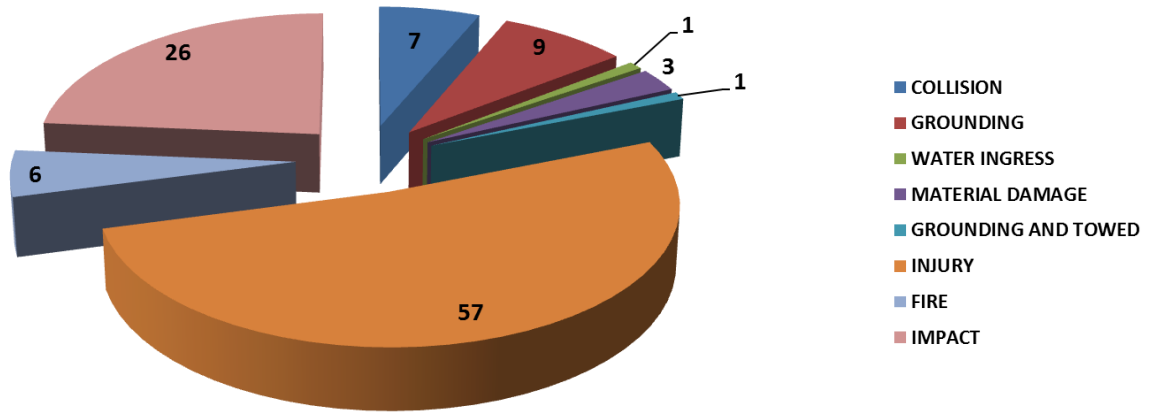
**CATEGORIES OF SERIOUS MARINE ACCIDENTS FOR 2013**



**Graph 4:** Categories of serious marine accidents for 2013.

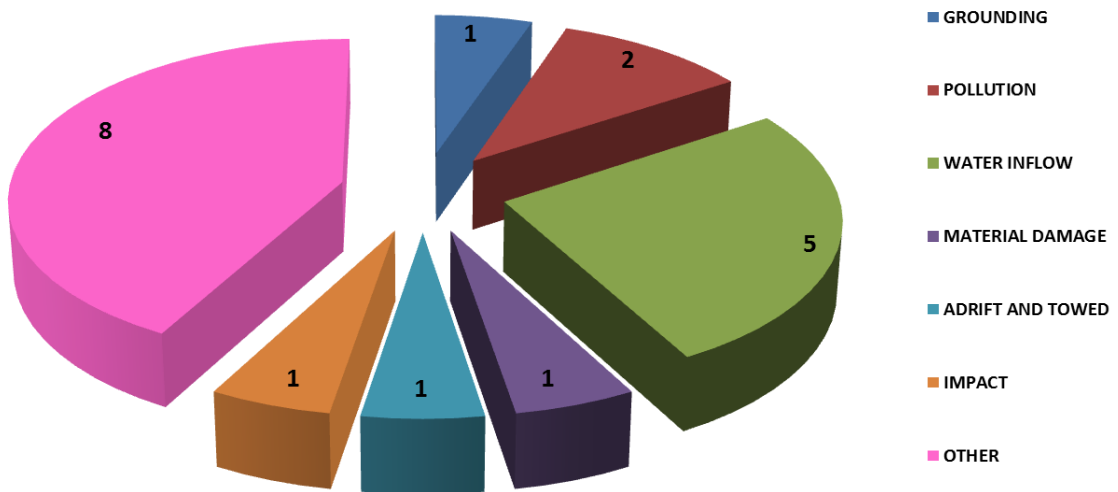
**\*Important notice:** The number of very serious casualties concerning loss of life is under constant review, because in cases where the reasons of death prove to be clearly pathologic (after the post-mortem report is issued), the relevant occurrences will be extracted from the scope of HBMCI.

**CATEGORIES OF MARINE ACCIDENTS FOR 2013**



**Graph 5:** Categories of marine accidents for 2013

**CATEGORIES OF MARINE INCIDENTS FOR 2013**



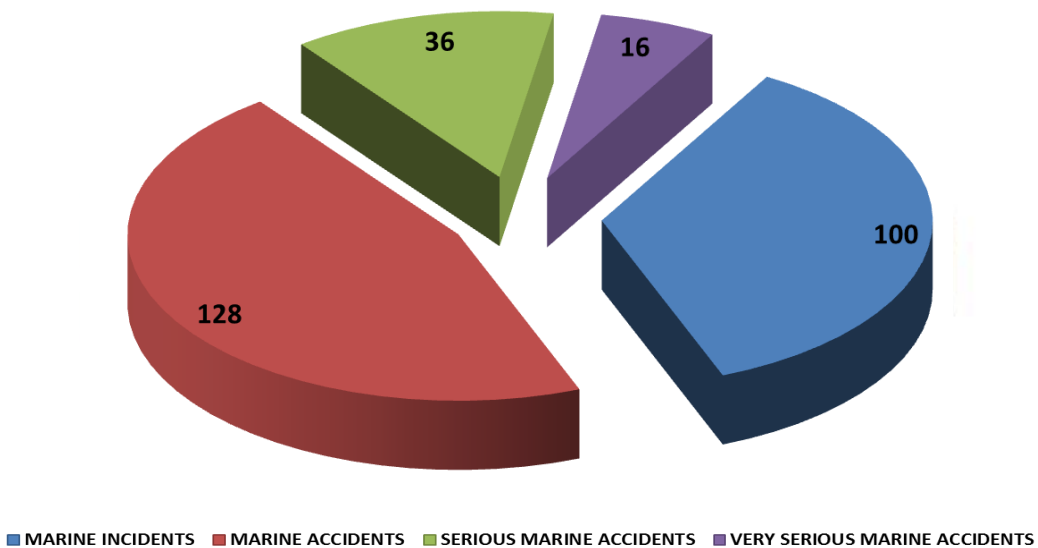
**Graph 6:** Categories of marine incidents for 2013.

# HBMCI's STATISTICS FOR THE YEAR 2014

## (Until 05-12-2014)

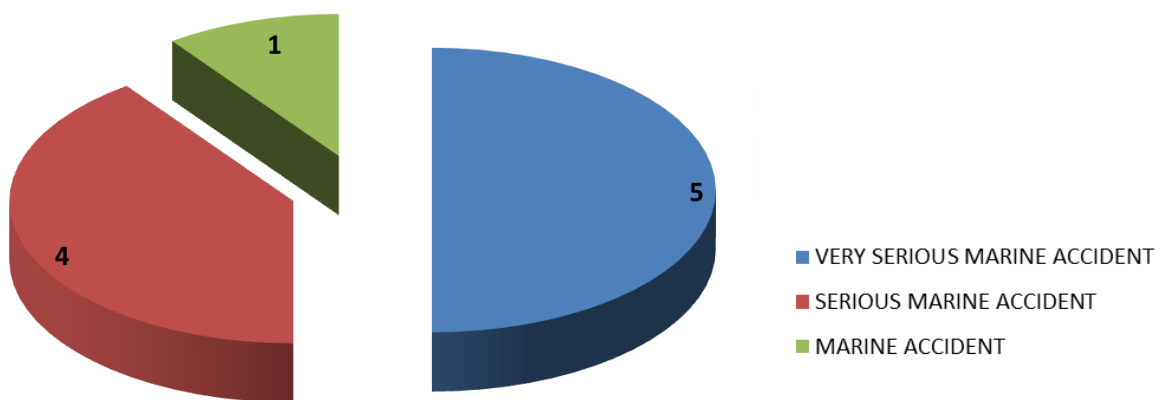
### OVERVIEW OF CASUALTY REPORTS MADE TO HBMCI IN 2013

#### CASUALTIES REPORTED TO HBMCI IN 2014



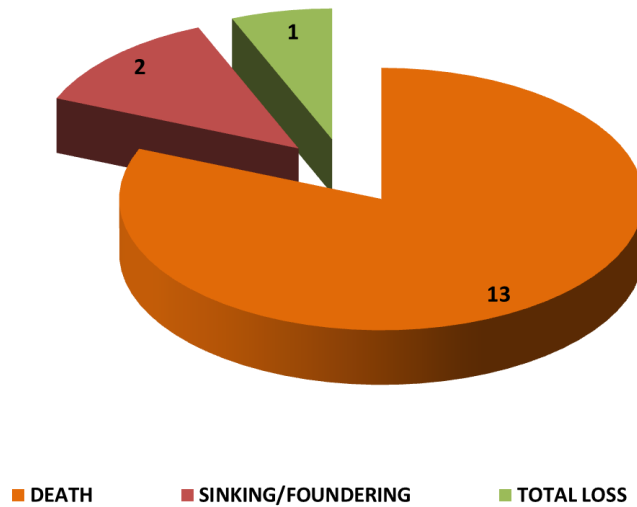
**Graph 1:** Casualties reported to HBMCI in 2014

#### CASUALTIES UNDER INVESTIGATION BY HBMCI FOR 2014



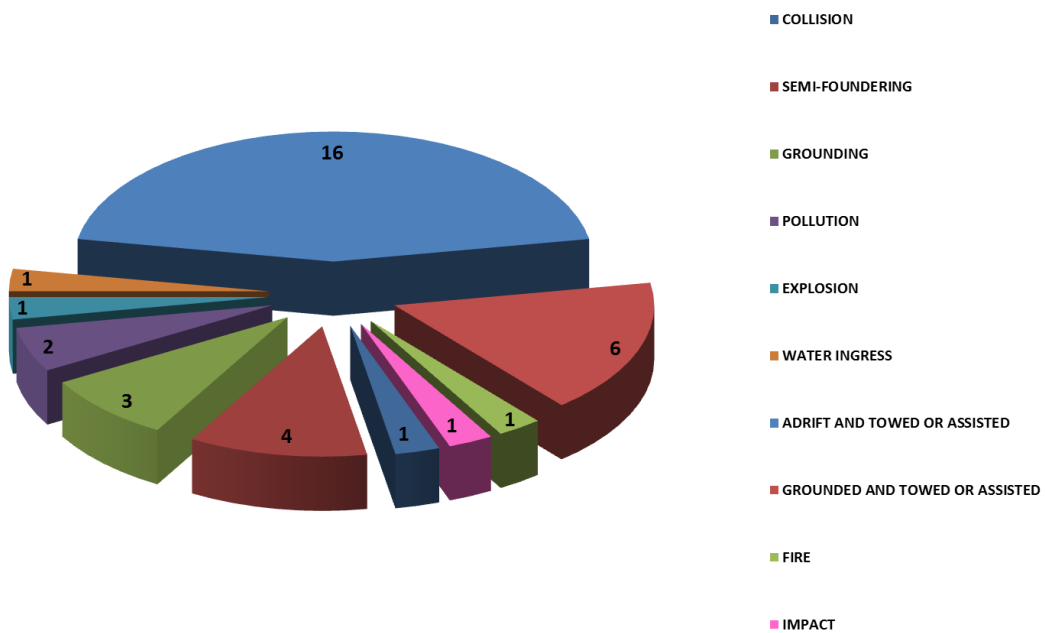
**Graph 2:** Categories of casualties under investigation by HBMCI for 2014

**CATEGORIES OF VERY SERIOUS MARINE ACCIDENTS FOR 2014**



**Graph 3:** Categories of very serious marine accidents for 2014\*

**CATEGORIES OF SERIOUS MARINE ACCIDENTS FOR 2014**

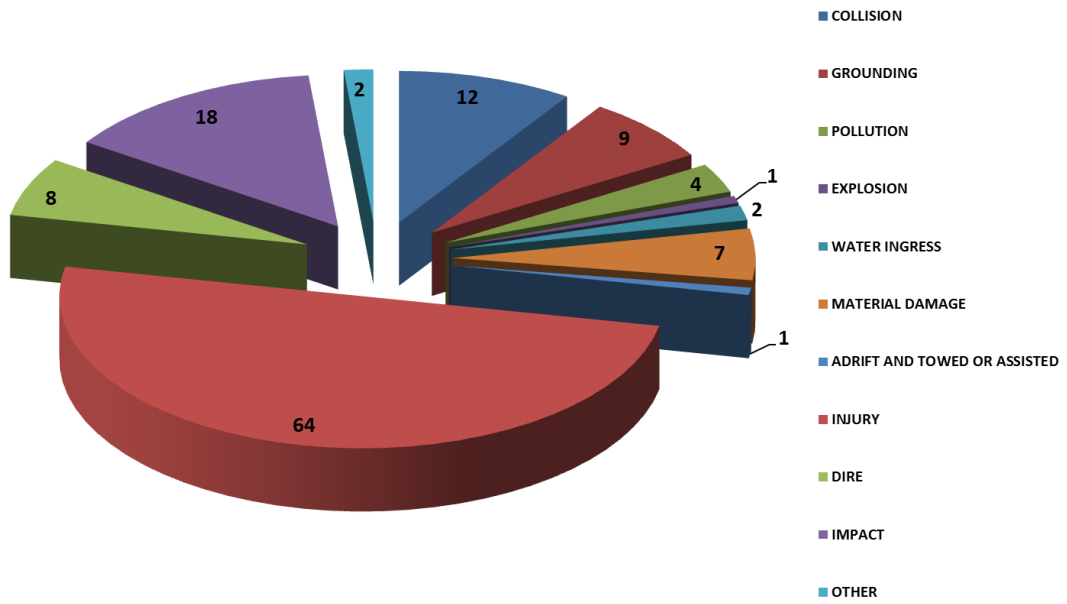


**Graph 4:** Categories of serious marine accidents for 2014.

**\*Important notice:** The number of very serious casualties concerning loss of life is under constant review, because in cases where the reasons of death prove to be clearly pathologic (after the post-mortem report is issued), the relevant occurrences will be extracted from the scope of HBMCI.

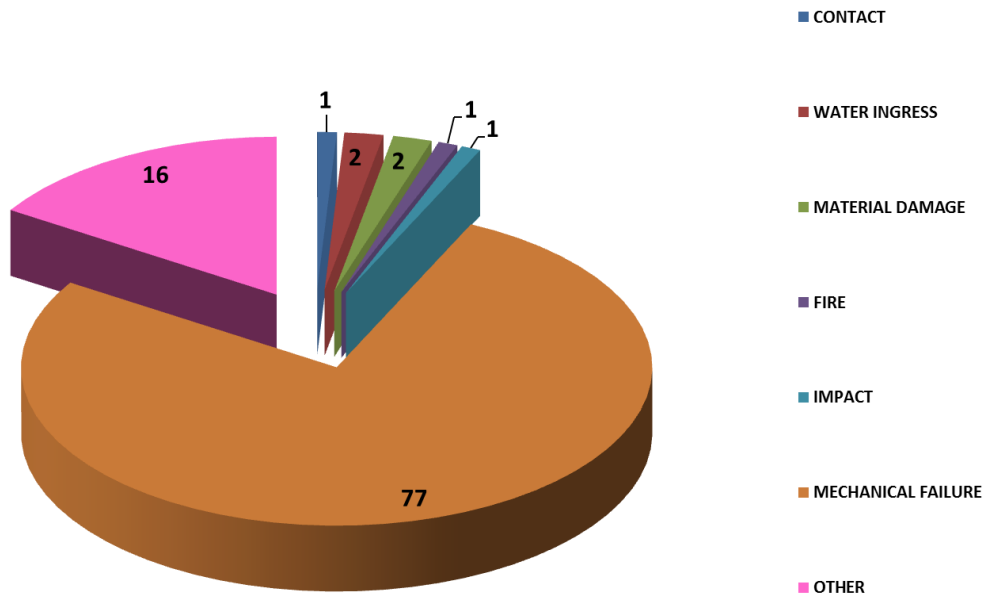


**CATEGORIES OF MARINE ACCIDENTS FOR 2014**



**Graph 5:** Categories of marine accidents for 2014

**CATEGORIES OF MARINE INCIDENTS FOR 2014**





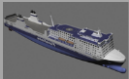
**Graph 6:** Categories of marine incidents for 2014.



# CASUALTIES AS PER TYPE OF SHIP / PLACE ON BOARD

Source: EMCIP stats for HBMCI as Investigation Body or Interested Authority

- NOTES:**
- \*Casualty may refer to damage to ship or material, injury, death, pollution, etc.
  - \* Time period extends from **01-01-2011** to **26-11-2014**.
  - \* One occurrence may include casualties in more than one space.
  - \* Total number of occurrences involved is **422**.
  - \* Casualty severity derives from EMCIP definitions.

Ship / craft type	Place on board	Number of casualties	Casualty severity			
			Very serious	Serious	Less serious	Marine incident
 <p>Cargo ship (all types)</p>	Ashore	2			1	1
	Ballast tank	8		3	5	
	Bathroom, shower, toilet	1			1	
	Boat deck	10		3	5	2
	Boiler room	1				1
	Bridge	2		1		1
	Bridge deck	1			1	
	Bulbous	9		5	3	1
	Bunker tank	1		1		
	Cabin space - crew	2	1		1	
	Cargo hold/cargo tank area	8	1	6	1	
	Cofferdam/void space	1		1		
	Engine room	40		14	25	1
	Forecastle deck	8		1	6	1
	Forepeak tank	3		3		
	Freeboard deck	5	1	2	2	
	Galley spaces/mess rm/day rm	2			1	1
	Other space	40	3	7	9	21
	Over side	13		2	9	2
	Poop deck	1			1	
Propeller/rudder/thruster	4		3	1		
Stairs/ladders	6		2	3	1	
Workshop/stores	1		1			

Ship / craft type	Place on board	Number of casualties	Casualty severity			
			Very serious	Serious	Less serious	Marine incident
 <p>Fishing vessels</p>	Bulbous	1			1	
	Engine room/space	25	1	21	3	
	Other	23	2	13	7	1
	Over side	2		1	1	
	Poop deck	2		2		
	Propeller/rudder/thruster	1			1	
	Pump room	1		1		
	Steering gear room	1		1		
	Superstructure deck	1		1		
	Tunnel / duct keel	1		1		
 <p>Passenger ship (all types)</p>	Accommodation	1		1		
	Aloft	1		1		
	Ashore	1				1
	Auxiliary engine room	1		1		
	Bathroom, shower, toilet	4		1	3	
	Boat deck	7		1	6	
	Boiler room	1			1	
	Bunker tank	1			1	
	Cabin space - crew	2		2		
	Cabin space - passengers	5	1	3	1	
	Chain locker	2			2	
	Engine room/department	43	1	21	19	2
	Forecastle/Forecastle deck	4		1	3	
	Forepeak tank	1			1	
	Freeboard deck	4		2	2	
	Galley spaces/mess room/dayroom	2			1	1
	Gangway	9		3	6	
	Hospital/Clinic	1	1			
	Other	66	2	20	40	4
	Over side	13		3	9	1
	Poop deck	1			1	
	Propeller/rudder/thruster	18		7	10	1
	Pump room	1		1		
	Restaurant/Bar	1			1	
	Ro-Ro vehicle deck ramp	5	2	1	2	
	Stairs/ladders	18		5	13	
Steering gear room	5		5			
Superstructure deck	1			1		
Tunnel / duct keel	3		3			
Vehicle cargo space	4	1	1	2		
Wheelhouse	1			1		

Ship / craft type	Place on board	Number of casualties	Casualty severity			
			Very serious	Serious	Less serious	Marine incident
 Recreational craft	Accommodation	1			1	
	Bulbous	1			1	
	Cabin space - passengers	3		3		
	Engine room/dpt	4	1	3		
	Freeboard deck	1		1		
	Other	12	1	8	3	
	Over side	1		1		
	Steering gear room	1	1			
 Service ship	Boat deck	4		3	1	
	Cabin space - crew	1			1	
	Engine room/space	4		2	1	1
	Other	7		2	5	
	Over side	1				1
	Superstructure deck	1		1		
<b>TOTAL</b>		<b>496</b>	<b>20</b>	<b>203</b>	<b>227</b>	<b>46</b>

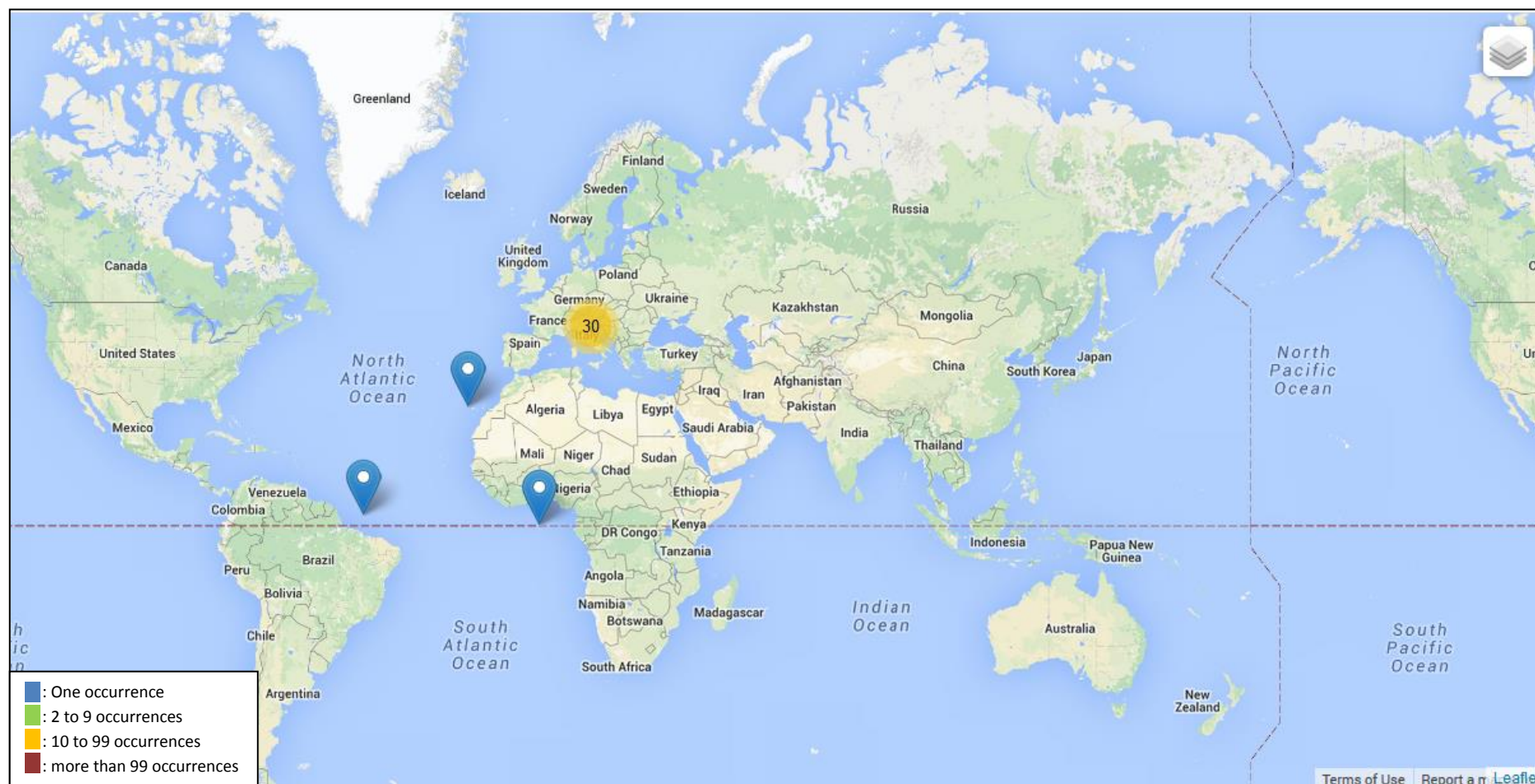
# LOCATION OF MARINE ACCIDENTS

**MARINE ACCIDENTS (except very serious) worldwide<sup>1</sup>** (Source: EMCIP, 27-11-2014)



<sup>1</sup> Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

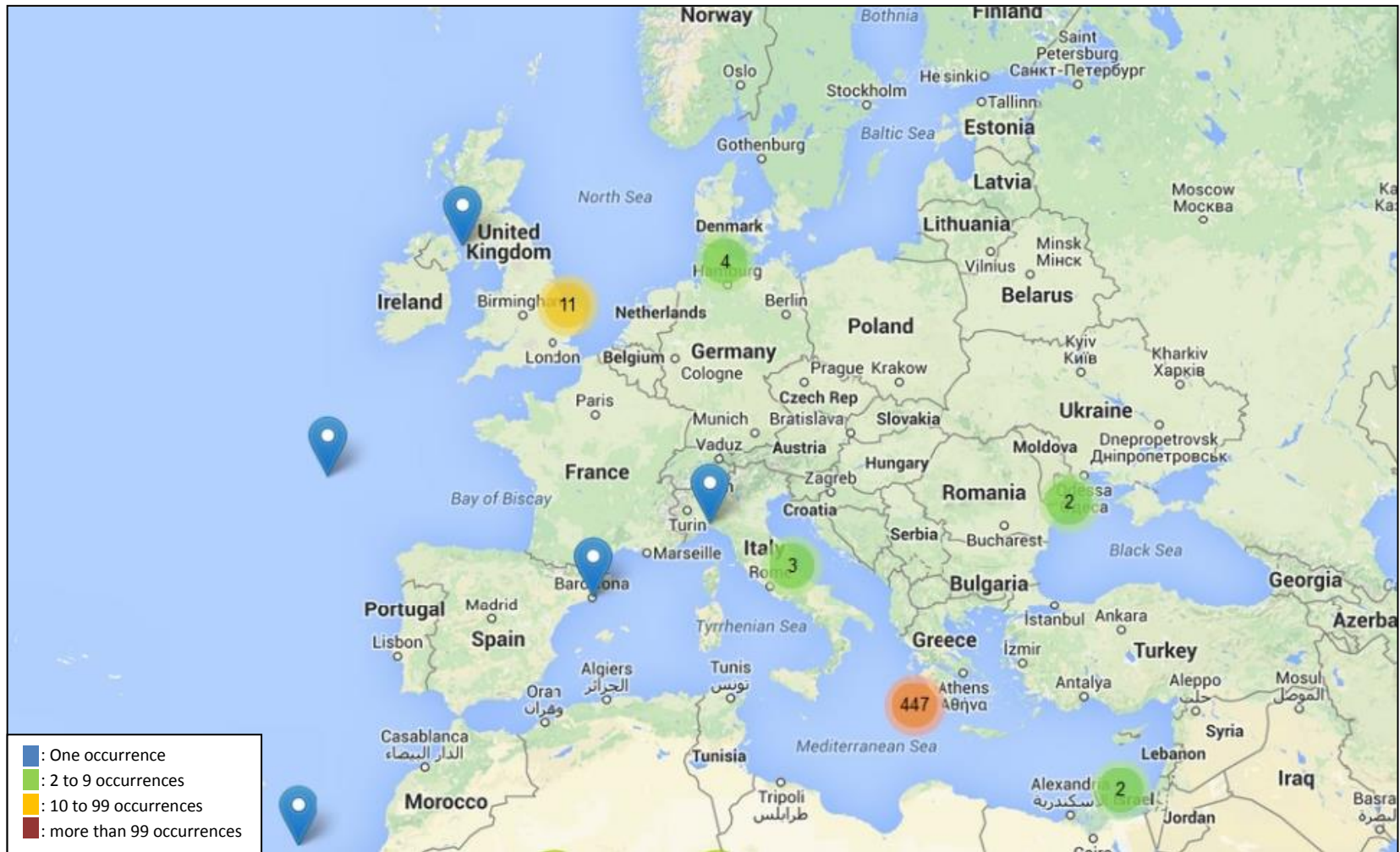
## VERY SERIOUS MARINE ACCIDENTS Worldwide<sup>2</sup> (Source: EMCIP, 27-11-2014)



<sup>2</sup> Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

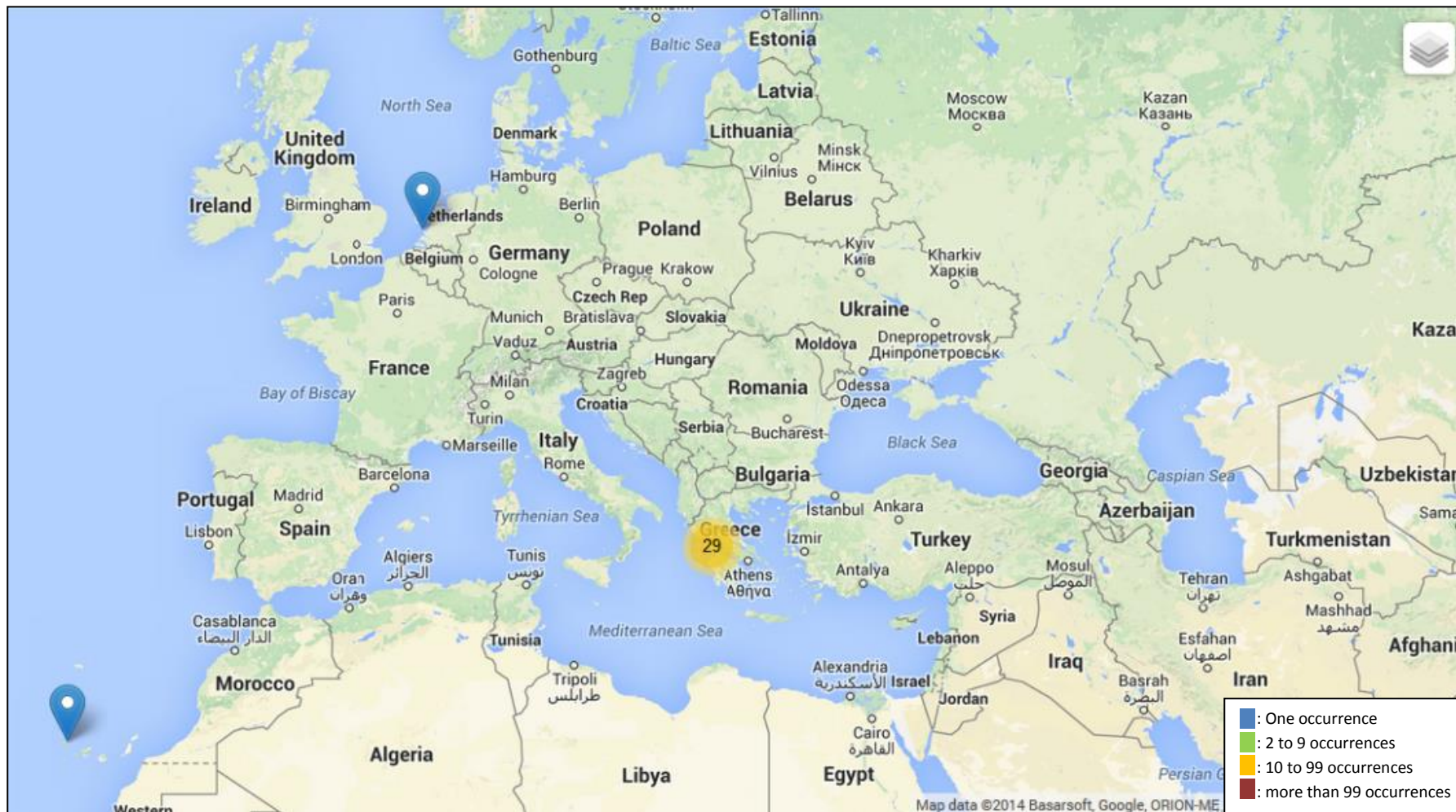


### MARINE ACCIDENTS (except very serious) in European territory<sup>3</sup> (Source: EMCIP, 27-11-2014)



<sup>3</sup> Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

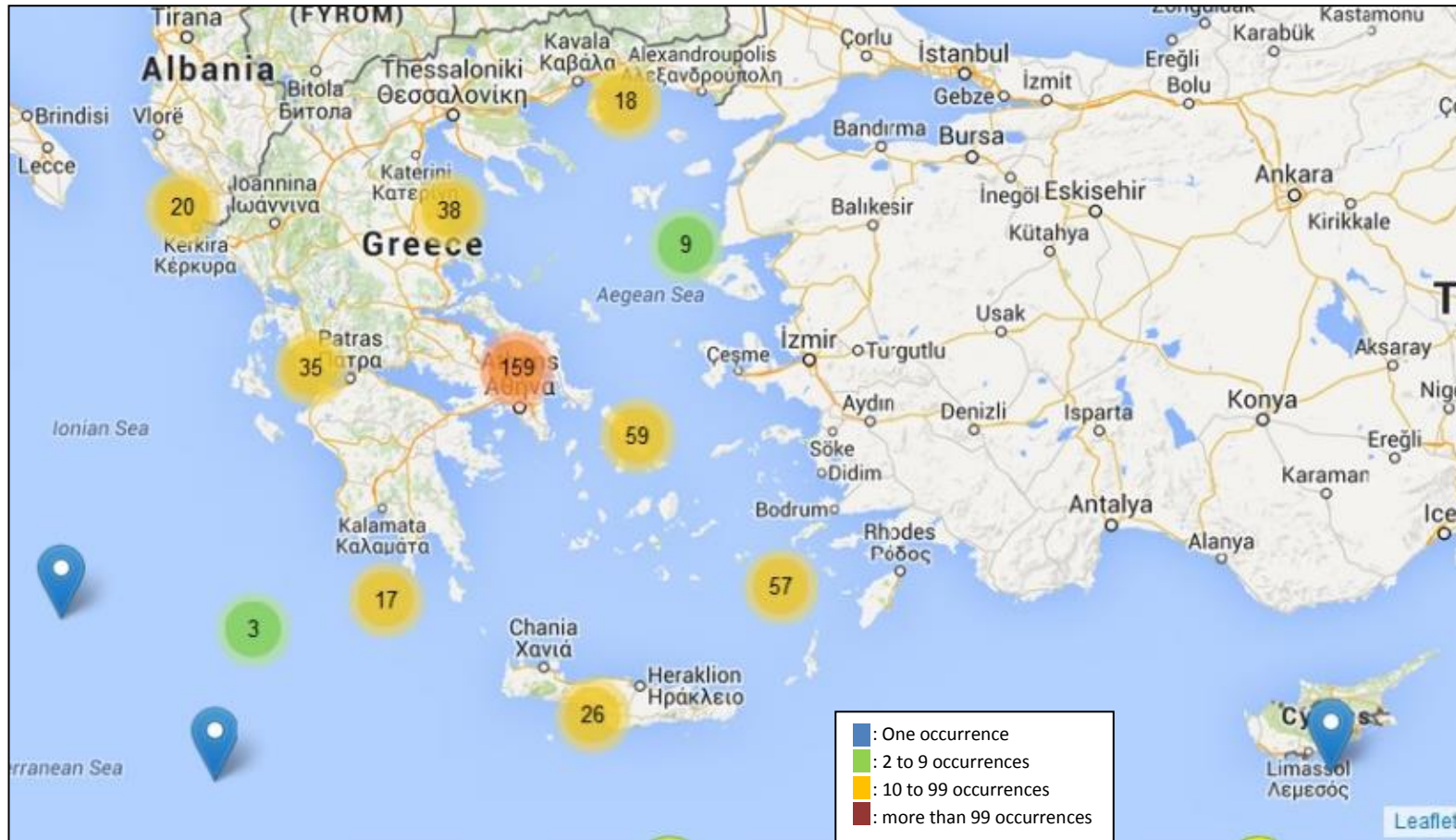
## VERY SERIOUS MARINE ACCIDENTS in European territory<sup>4</sup> (Source: EMCIP, 27-11-2014)



<sup>4</sup> Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

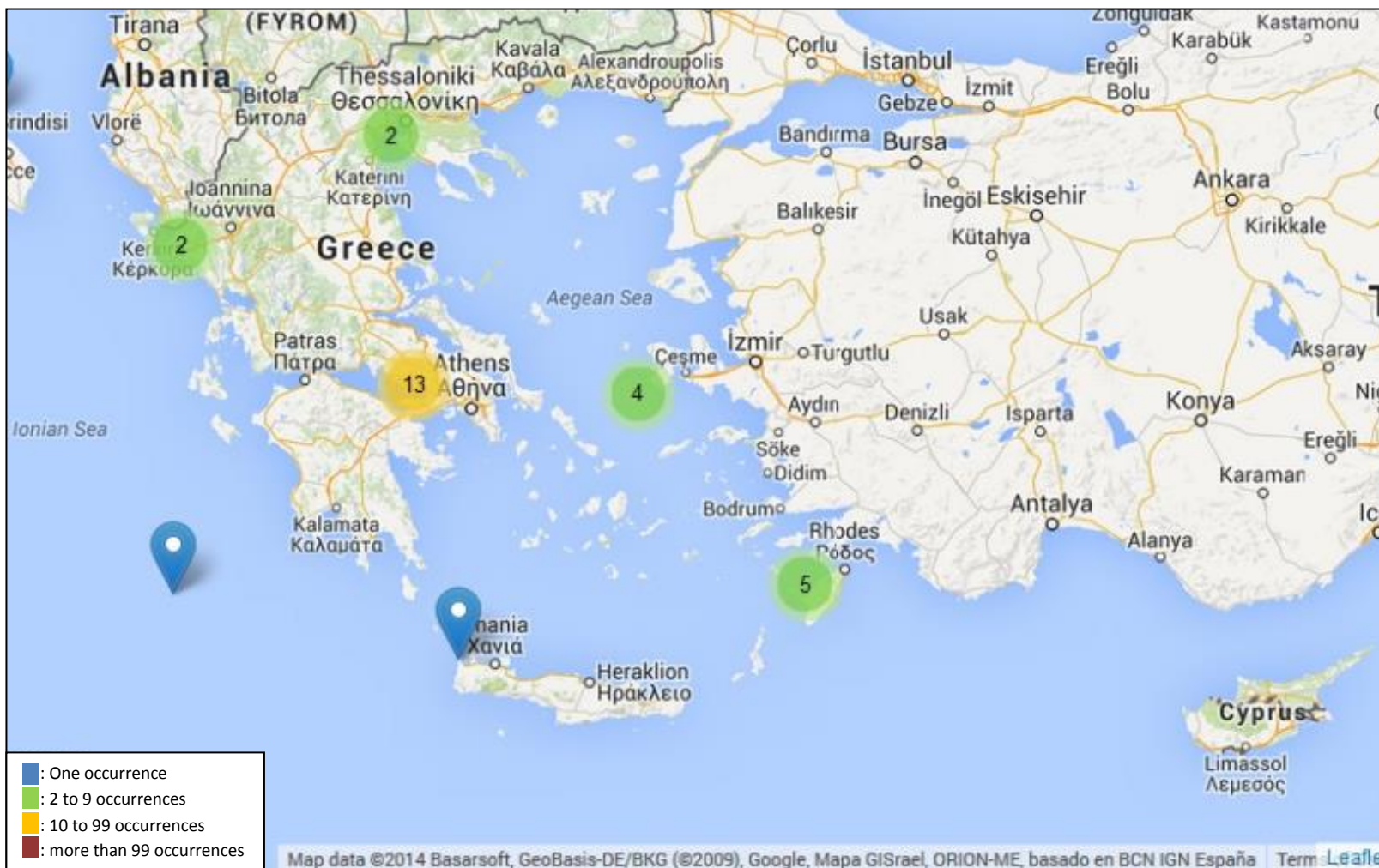


## MARINE ACCIDENTS (except very serious) in Greek territory<sup>5</sup> *(Source: EMCIP, 27-11-2014)*



<sup>5</sup> Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCi (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).









## VERY SERIOUS MARINE ACCIDENTS in Greek territory<sup>6</sup> *(Source: EMCIP, 27-11-2014)*














<sup>6</sup> Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

# INVESTIGATIONS' PROGRESS



At the following tables, the investigations' progress is displayed, for marine accidents which occurred in 2013 and 2014.

INVESTIGATIONS' PROGRESS (2013)								
Last update: 28-11-2014		INVESTIGATION PROCESS (Stages marked have been completed)						
No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
1	 FIRE ON BOARD Ro-Pax KRITI II	19/11/2012	At the fore part of the main garage of Ro-Pax "KRITI II", while on voyage from Venice to Patras, carrying 87 crew and 113 passengers and almost 4 nm before Patras port, there was a fire which could not be extinguished with by the use of her "drencher" system or by the emergency teams. The vessel berthed by own means and the passengers evacuated through the side ramp. The fire was extinguished by the fire brigade at the port.					
2	 FOUNDERING OF TUG BOAT ARTEMIS V FROM M/V JSM	20/2/2013	T/B ARTEMIS V assisted the unberthing procedure of M/V JSM at Kiato port. During her maneuvering, JSM used her propulsion while the towline had not been released by ARTEMIS V and that resulted to the Tugboat's progressive heeling over and foundering. Her Skipper did not manage to abandon and drowned.					
3	 DEATH OF SEAMAN AFTER FALLING OVERBOARD PASSENGER-LAUNCH VAGGELIO	25/2/2013	At the anchorage of Elefsis port, shortly after the Cook of M/T "EVIAPETROL I" had boarded the Passenger-Launch "VAGGELIO" for his disembarkation, he lost his balance and fell overboard. His body was recovered after approximately 20 mins and transported to the nearest Hospital where he was pronounced dead.					
4	 FOUNDERING OF BARGE AGIOS DIONYSIOS	2/3/2013	While the barge "AGHIOS DIONYSIOS" was in an aquaculture area at Alikes Kitrous, Katerini, she listed rapidly and foundered, due to the ingress of water inside her engine room by openings at her stern for the exhaust gases and the rudder mechanism. All persons onboard were recovered by a nearby vessel and transported safely to the shore. The barge was also recovered and repaired after the accident.					
5	 DEATH OF SEAMAN ON BOARD PASSENGER SHIP NORWEGIAN JADE	8/3/2013	During the mooring operations of Cruise Ship "NORWEGIAN JADE" at Katakolo port, a forward spring line parted and snapped back hitting an A/B Seaman who was on the mooring platform and throwing him overboard. His injuries had been fatal and his body was recovered from the sea bed a few hours later by Coast Guard divers.					


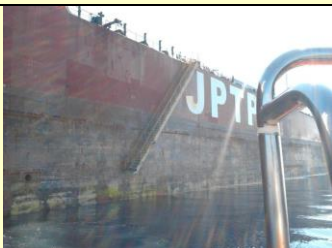





No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENCEMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
6	 COLLISION OF M/V PIRIREIS AND M/V CONSOUTH	29/4/2013	On 29 April 2013 at 04:43 M/V "CONSOUTH" and M/V "PIRIREIS" collided in open sea approximately 82 nm WSW of Sapientza Islet. M/V "PIRIREIS" was foundered and ten of her crew members were lost.					
7	 INJURY OF SEAMAN ON BOARD Ro-Pax NISOS KEFALLONIA	17/5/2013	While Ro-Pax "NISOS KEFALLONIA" was moored at Argostoli port, during his attempt to move a rope tied to a rubber fender, a seaman was injured at his left thumb and was transported to the local hospital for medical care.					
8	 IMPACT OF M/T MANDOUDI ON THE PIER	1/6/2013	During the approach of M/T "MANTOUDI" towards the Cruise ship "SEABOURN SPIRIT", due to a malfunction of the engine controls of "MANTOUDI", she contacted the Cruise vessel and then collided with the pier, sustaining cracks and bucklings at her fore part. No injury was reported.					
9	 FIRE ON BOARD Ro-Pax NISOS MYKONOS	14/6/2013	During her passage towards Karlovasi port, Samos, a fire inside the funnel of Ro-Pax "NISOS MYKONOS" started. The vessel's permanent CO2 fire extinguishing system was used and the fire was extinguished almost one hour after it started. The passengers onboard another passenger vessel for safety reasons and "NISOS MYKONOS" was towed to the port.					
10	 COLLISION OF M/V BARU SATU AND M/V KATHERINE	4/7/2013	On 04 July 2013 at 02:48 M/V "BARU SATU" and M/V "KATHERINE" collided, approximately 8,2 nm SW of Andros Island. Weather conditions were reported to be good. Both vessels remained collided and afloat until 07 July when "BARU SATU" sailed under towage to Elefsis Gulf and KATHERINE was towed to Lavrio Port.					
11	 DEATH OF TRUCK DRIVER ON BOARD Ro-Pax SORRENTO	10/7/2013	On 09 July 2013, while Ro-Pax "SORRENTO" was under voyage from Brindisi port to Igoumenitsa port, a truck driver was found dead at the permanent external car ramp on the port side, which leads to the upper car deck. The brake of a truck cab had been accidentally released and the truck ran over and violently trapped the victim between two vehicles, causing his immediate death.					





No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENCEMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
12	 DEATH OF 3 <sup>rd</sup> ENGINEER ON BOARD M/V CAPTAIN PETROS H	23/8/2013						
13	 DEATH OF VISITOR ON BOARD Ro-Pax NISOS RODOS	24/9/2013						
14	 FOUNDERING OF M/V STELLA	2/11/2013						
15	 IMPACT OF PASSENGER SHIP MSC MAGNIFICA ON THE DOCK	20/11/2013						
16	 FOUNDERING OF M/V NOUR M	11/12/2013						
17	 GROUNDING OF M/T ALIAKMON	13/12/2013						

No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
18	 <p>GROUNDING OF PASSENGER-HYDROFOIL FLYING DOLPHIN XVII ON AN ISLET</p>	18/12/2013			On 18 December 2013, Passenger Hydrofoil "FLYING DOLPHIN XVII", while on voyage from Hydra island to Poros island with 29 passengers onboard, grounded at the sea area of Tselevinia islets. All passengers were transported at Galatas port by passenger launches and no injury was reported. The vessel was detached and sailed by own means to Poros port, escorted by a HCG patrol craft.			
19	 <p>DEATH OF SEAMAN ON BOARD C/V EVER URBAN</p>	26/12/2013			On 26 December 2013, while C/V "EVER URBAN" was approximately 35 nm W of Katakolo port, her Master reported that a Seaman needed to be hospitalized due to a fracture of his lower limb. The Seaman was transported unconscious by a Tugboat to Katakolo port and from there to a local hospital where he was pronounced dead.			

**INVESTIGATIONS' PROGRESS (2014)**

No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
1	 <p>GROUNDING OF C/V YUSUF CEPNIOGLOU ON MYCONOS</p>	8/3/2014						<p>On 08 March 2014 C/V "YUSUF CEPNIOGLOU" which had departed from Smyrni Turkey with destination Bizerte, Tunisia, grounded on the Northern coast of Mykonos island. A number of the 204 containers she was carrying fell overboard and the vessel suffered a total loss. All hull parts were completely removed by the area by a salvage group on 23 September 2014.</p>
2	 <p>DEATH OF TECHNICIAN AFTER FALLING OVERBOARD PASSENGER-LAUNCH "DRAKON TAXIARCHIS"</p>	11/4/2014						<p>On 11 April 2014, during a workshop member's attempt to disembark M/T "ROYAL OAK", at Piraeus port anchorage and embark the passenger launch "DRAKON TAXIARCHIS", he fell overboard and lost consciousness. He was recovered and transported to a hospital where he was pronounced dead.</p>
3	 <p>FOUNDING OF M/V AGIA MARINA</p>	24/4/2014						<p>On 24 April 2014, M/V "AGIA MARINA" while sailing at the sea area 30 nm W of Crete island carrying 06 trucks, was foundered due to water ingress at her ballast tanks, as stated by the crew members who were recovered. 04 crew members were recovered and 03 crew members (the Master, the Electrician and the Motorman) were reported missing.</p>
4	 <p>EXPLOSION ON BOARD M/V NAKHODKA</p>	26/4/2014						<p>On 26 April 2014 M/V "NAKHODKA" was berthed at port facilities at Amaliapolis, Volos, when there was an explosion at the bow followed by fire, which caused the serious injury of vessel's 1<sup>st</sup> Engineer and 3<sup>rd</sup> Engineer. The fire was extinguished by a Fire Brigade squad. The 1<sup>st</sup> Engineer died on 23 May 2014, at the hospital where he had been transported.</p>
5	 <p>GROUNDING OF Ro-Pax PREVELIS ON ISLET</p>	3/5/2014						<p>On 03 May 2014 Ro-Pax "PREVELIS" carrying 190 passengers and 75 crew members grounded on Aspronisi islet, at Santorini. No injury was reported, neither water inflow. The vessel was detached by own means and arrived at Athini port for survey.</p>



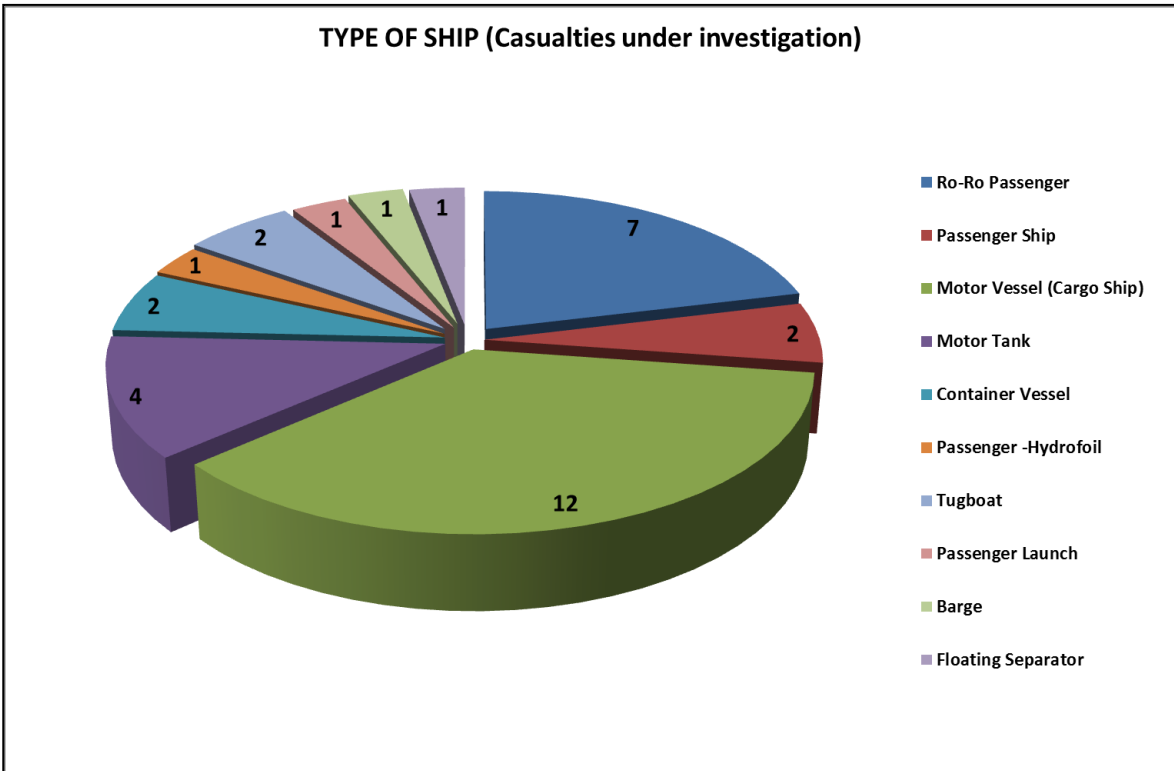
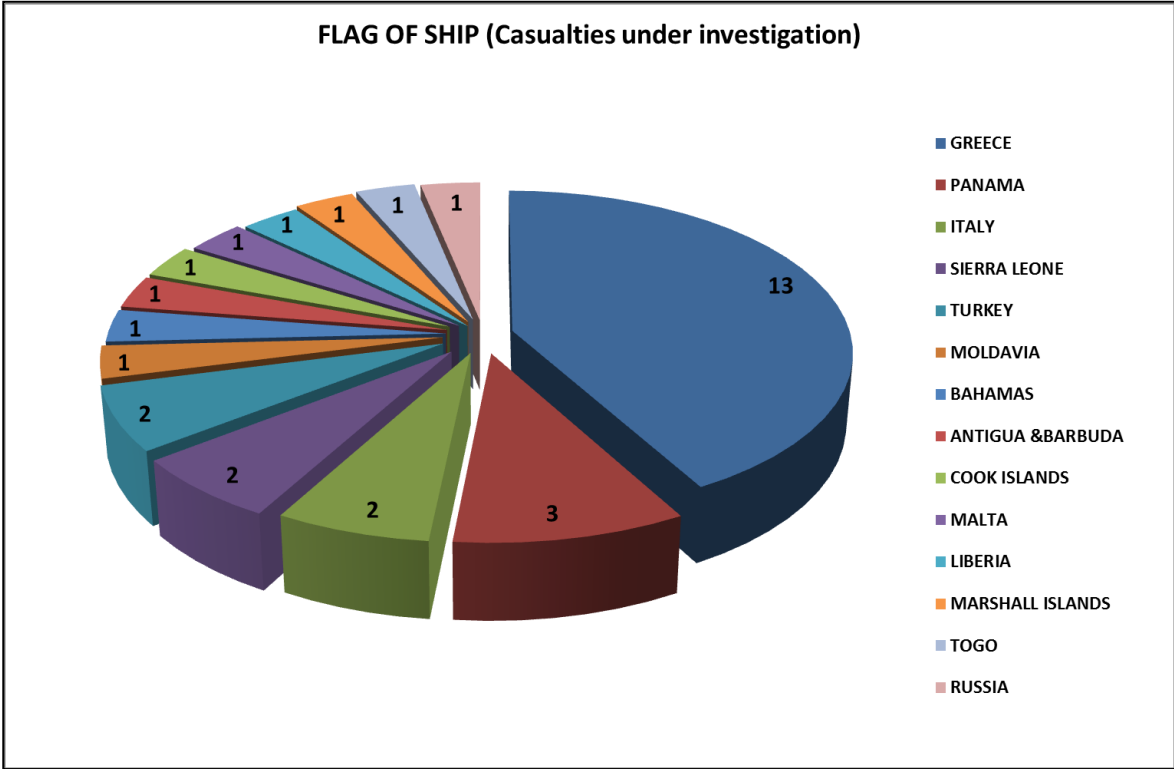
No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
6	 EXPLOSION ON BOARD FLOATING SEPARATOR TASOS II	17/6/2014						<p>On 17 June 2014, at Thessaloniki port, during cleaning works inside vessel's pump room an explosion occurred and the Seaman who was performing the cleaning was injured. There was no fire after the explosion.</p>
7	 DEATH OF SEAMAN ON BOARD TUG BOAT MEGAS ALEXANDROS	25/8/2014						<p>On 25 August 2014, while T/B "MEGAS ALEXANDROS" was at the Southern Piraeus anchorage area, a crew member fell overboard. After he was recovered by a HCG craft he was transported to the hospital where he was pronounced dead.</p>
8	 GROUNDING OF M/V INCE INEBOLU ON ASTYPALAIA	5/9/2014						<p>On 05 September 2014 B/C "INCE INEBOLU", in ballast condition, grounded on a rocky coast at the sea area SE of Astypalaia island. The vessel suffered extensive damage (cracks and deformations) of the hull plating at her fore part at a length of 21 meters. No injuries or pollution were reported.</p>
9	 GROUNDING OF Ro-Pax EUROPALINK ON ISLET	21/9/2014						<p>On 21 September 2014, Ro-Pax "EUROPALINK", carrying 693 passengers and 70 crew members grounded on the islet of Peristerai N of Corfu, sustaining breaches to several compartments. She reached Corfu port by own means. No injury was reported.</p>

\*An Interim Report is published during the investigation process, in case the final report is not ready within one year from the date of the occurrence (par.2, art.16 of Law 4033/2011).

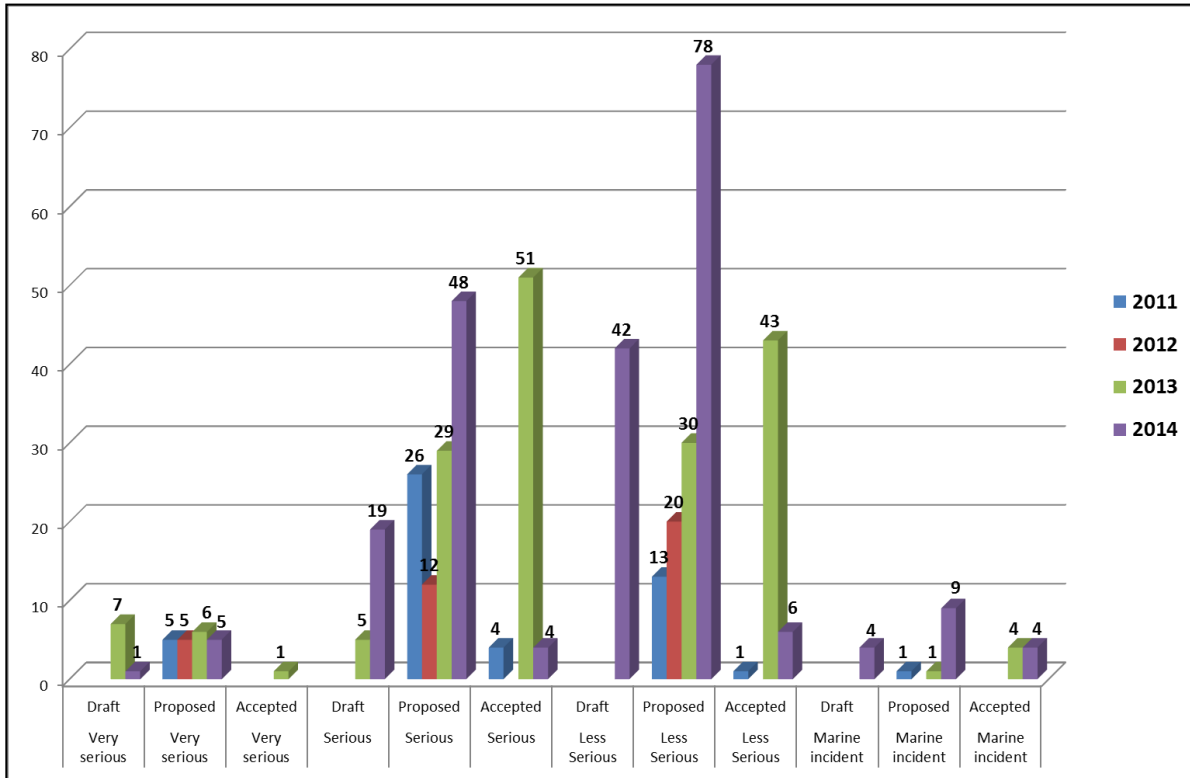


# HBMCI's CASUALTY INVESTIGATION STATISTICS

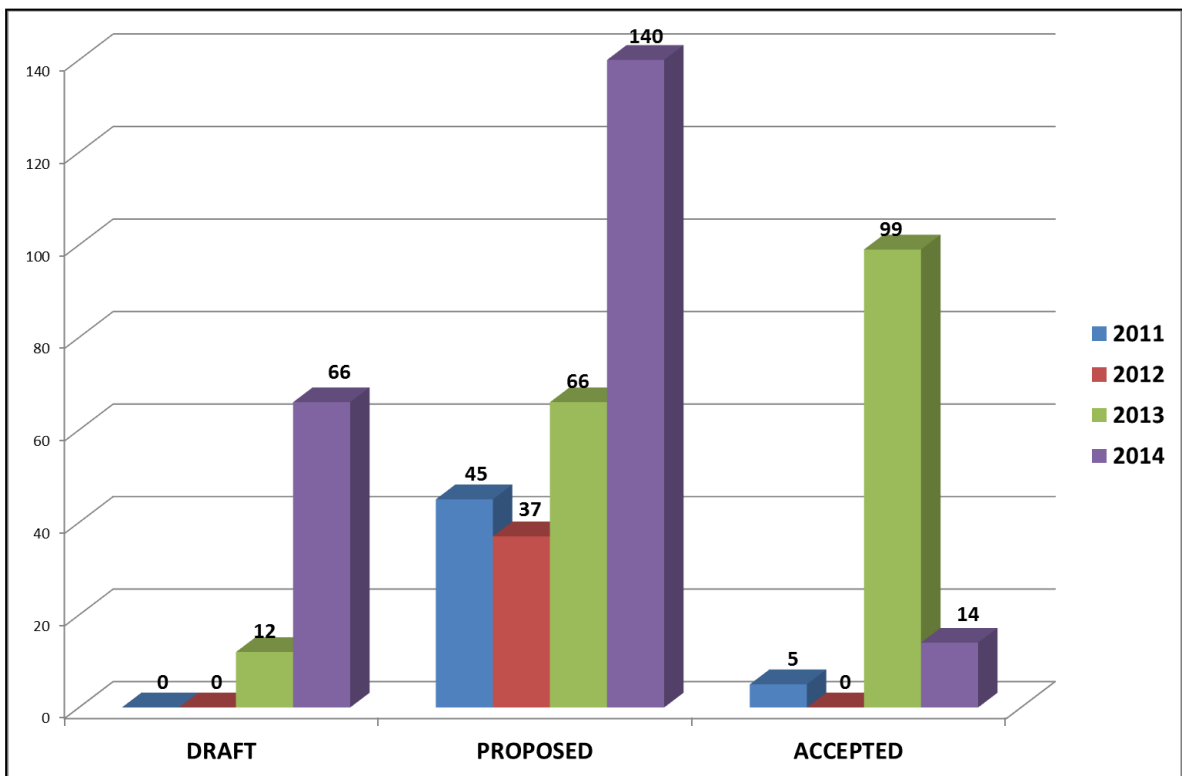
## (Until 30-11-2014)



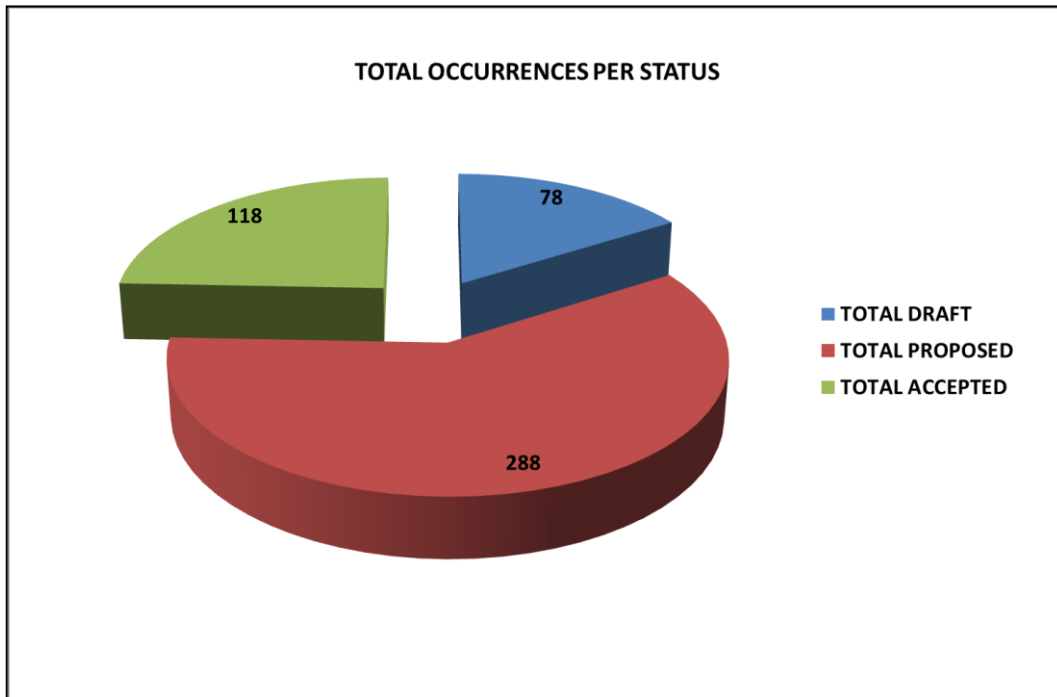
# HBMCI's EMCIP POPULATION (Until 02-12-2014)



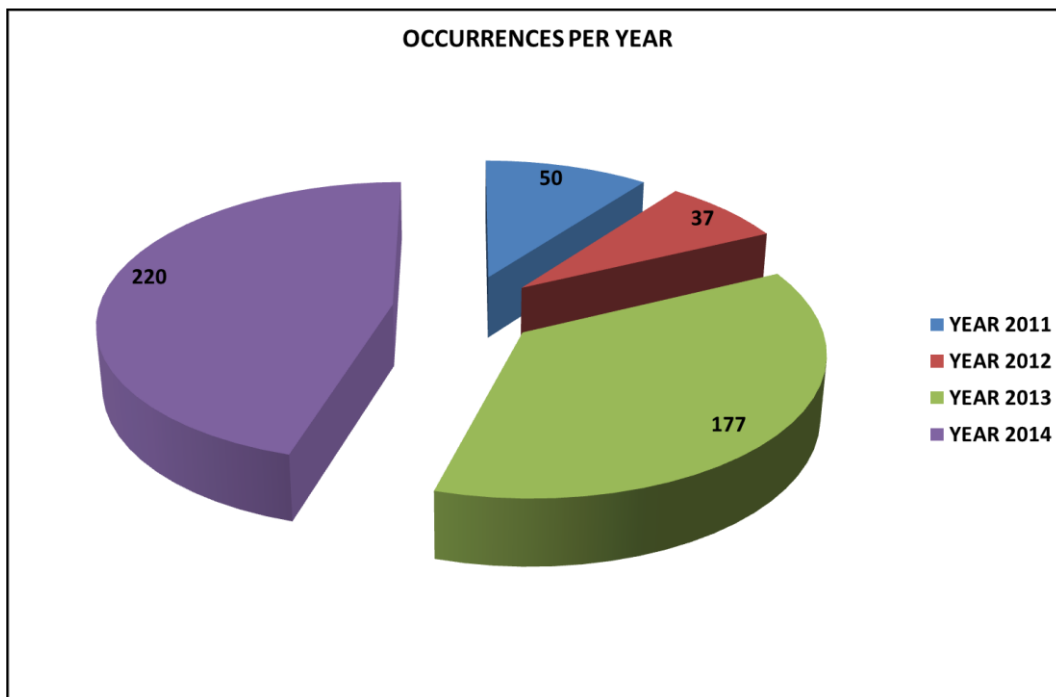
**Graph 1:** Number of Status – Severity of Occurrence per year



**Graph 2:** Number of Status per year



**Graph 3:** Total number of occurrences per status



**Graph 4:** Total number of occurrences per year

# SAFETY RECOMMENDATIONS ISSUED

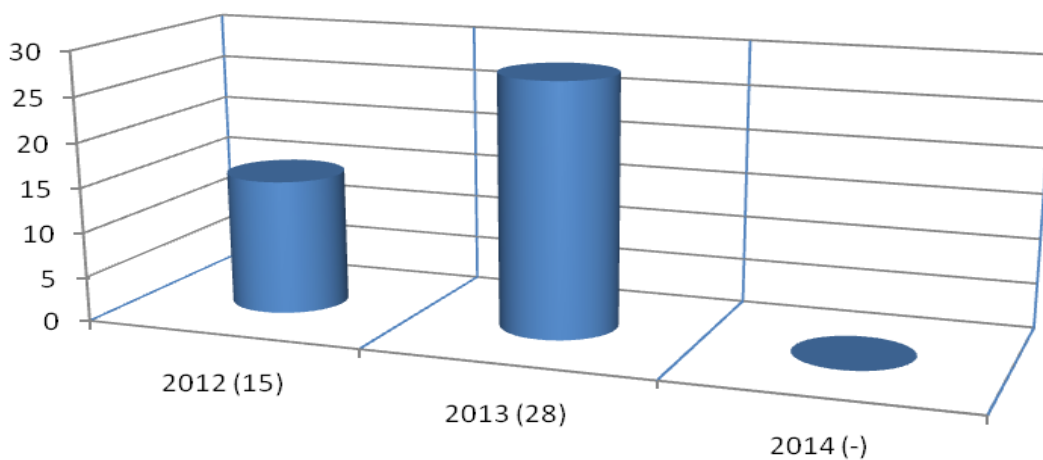
Safety Recommendations are issued to promulgate the lessons from accidents investigated by the HBMCI, aiming to improve the safety of life at sea and the avoidance of future accidents. The issue of a recommendation shall in no case create a presumption of blame or liability.

Following an investigation the HBMCI will, normally, make a number of Safety Recommendations. These will be contained within the published report but will also be addressed to the individuals or organizations concerned. Urgent Safety Recommendations may also be made in Safety Bulletins that can be published at any stage of an investigation.

The implementation of the recommendation is supervised by our Bureau according to the procedure provided by HBMCI's operation manual.

Below are shown the Safety Recommendations per year's investigations.

**Safety Recommendations issued for the investigations for the marine accidents of 2012, 2013 and 2014\*:**



(\*: no final reports have been issued yet for the marine accidents which occurred in 2014)

**Safety Recommendations categorized according to the addressees:**

