



**ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΟΙΚΟΝΟΜΙΑΣ, ΥΠΟΔΟΜΩΝ,
ΝΑΥΤΙΛΙΑΣ & ΤΟΥΡΙΣΜΟΥ**

Πειραιάς, 06 Μαΐου 2015
Αριθ. Πρωτ.: 1500.1/74/2015

ΓΡΑΦΕΙΟ ΚΟΙΝΟΒΟΥΛΕΥΤΙΚΟΥ ΕΛΕΓΧΟΥ
(ΤΟΜΕΑΣ ΝΑΥΤΙΛΙΑΣ)

ΠΡΟΣ: τη Βουλή των Ελλήνων
Δ/ση Κοινοβουλευτικού Ελέγχου
Τμήμα Ερωτήσεων

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**Κοινοποίηση: 1. Υπουργείο Εσωτερικών και Διοικητικής
Ανασυγκρότησης (Γρ. κ. Υπουργού)**
2. Βουλευτή κ. Ε. Μπασιάκο

Αριθ. σελίδων: Απάντηση (01)
Επισυναπτόμενα (18)
Σύνολο (19)

ΘΕΜΑ: Απάντηση σε Ερώτηση του Βουλευτή κ. Ε. Μπασιάκου.

Σχετ.: Ερώτηση με αριθ. πρωτ. 1317/30-03-2015 της Βουλής των Ελλήνων.

Σε απάντηση ανωτέρω σχετικής και σύμφωνα με τα στοιχεία των αρμοδίων Υπηρεσιών, σας γνωρίζονται τα ακόλουθα:

Τα ναυτικά ατυχήματα ελληνικών νηολογημένων πλοίων που διερευνήθηκαν από την αρμόδια Διεύθυνση Ασφάλειας Ναυσιπλοΐας του Αρχηγείου Λιμενικού Σώματος-Ελληνικής Ακτοφυλακής (Λ.Σ.-ΕΛ.ΑΚΤ) σύμφωνα με το ν.δ. 712/1970 (Α' 237) για το έτος 2009 είναι 87, για το 2010 είναι 111, για το 2011 είναι 100, για το 2012 είναι 104, για το 2013 είναι 102 και για το 2014 είναι 118.

Επιπρόσθετα, επισυνάπτονται, σχετικά στατιστικά στοιχεία για την περιοχή της Ευρώπης και για τη Μεσόγειο και τη Μαύρη Θάλασσα, τα οποία αντλήθηκαν από την ετήσια ανασκόπηση του EMSA για το έτος 2014 (Annual Overview of Marine Casualties and Incidents 2014), καθώς και η Αναφορά για τα έτη 2013-2014 της Ελληνικής Υπηρεσίας Διερεύνησης Ναυτικών Ατυχημάτων και Συμβάντων (ΕΛΥΔΝΑ-ΗΒΜCΙ) εποπτείας του Υπουργείου μας. Όπως εμφανίζεται από τα εν λόγω στοιχεία ο αριθμός συμβάντων στη χώρα μας είναι χαμηλότερος σε σχέση με αυτόν των Κ-Μ της Ε.Ε.

Σημειώνεται ότι για την αναζήτηση και παρακολούθηση αντίστοιχων στατιστικών στοιχείων ναυτικών ατυχημάτων των Κ-Μ της Ε.Ε. παρέχεται η δυνατότητα πρόσβασης σε σχετικές ιστοσελίδες χωρών της Ε.Ε. αλλά και χωρών εκτός Ε.Ε. μέσω της επίσημης ιστοσελίδας www.hbmci.gov.gr της ΕΛΥΔΝΑ.

Ο Αναπληρωτής Υπουργός
Ο.Υ.Ν.Τ

Θοδωρής Δρίτσας

Εσωτερική Διανομή:

1. Γρ. κ. ΑΝΑΠΛΗΡΩΤΗ ΥΠΟΥΡΓΟΥ
2. Γρ. κ. Α.ΛΣ.-ΕΛ.ΑΚΤ
3. Α.ΛΣ.-ΕΛ.ΑΚΤ./ΔΑΝ
4. ΥΠΟΥΝΤ/ΕΛΥΔΝΑ

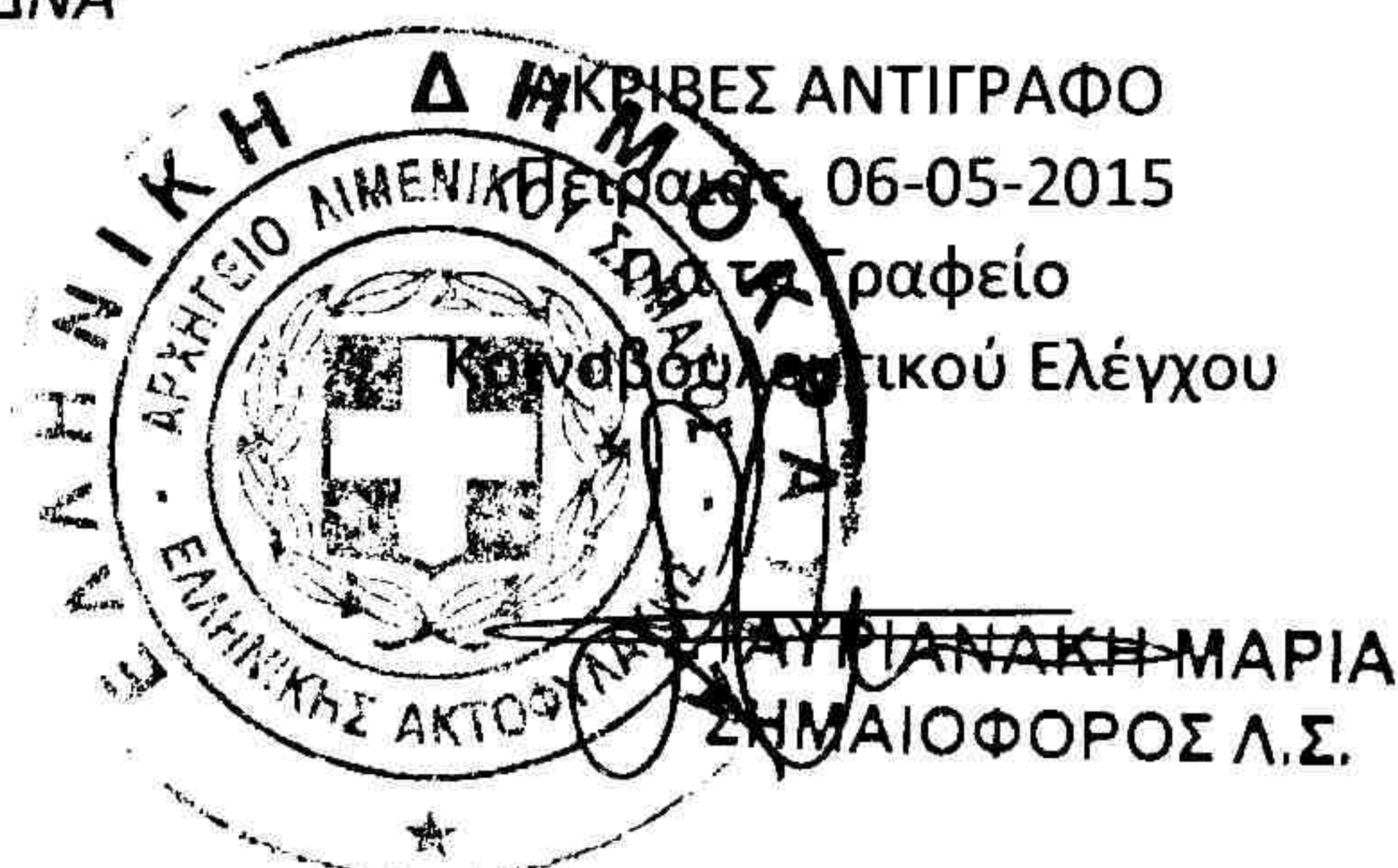


Figure 37: Distribution of accidents within the territorial sea and internal waters of EU States



Accident Location

TERRITORIAL SEA refers to the area within which a coastal State exercises sovereignty, which is beyond its land territory and internal waters and, in the case of an archipelagic State, its archipelagic waters, covering an adjacent belt of the sea. It is a belt of coastal water extending at most 12 nautical miles (22.2 km; 13.8 mi) from the baseline (usually the mean low-water mark) of a coastal State.

ANNUAL OVERVIEW OF MARINE CASUALTIES AND INCIDENTS 2014.



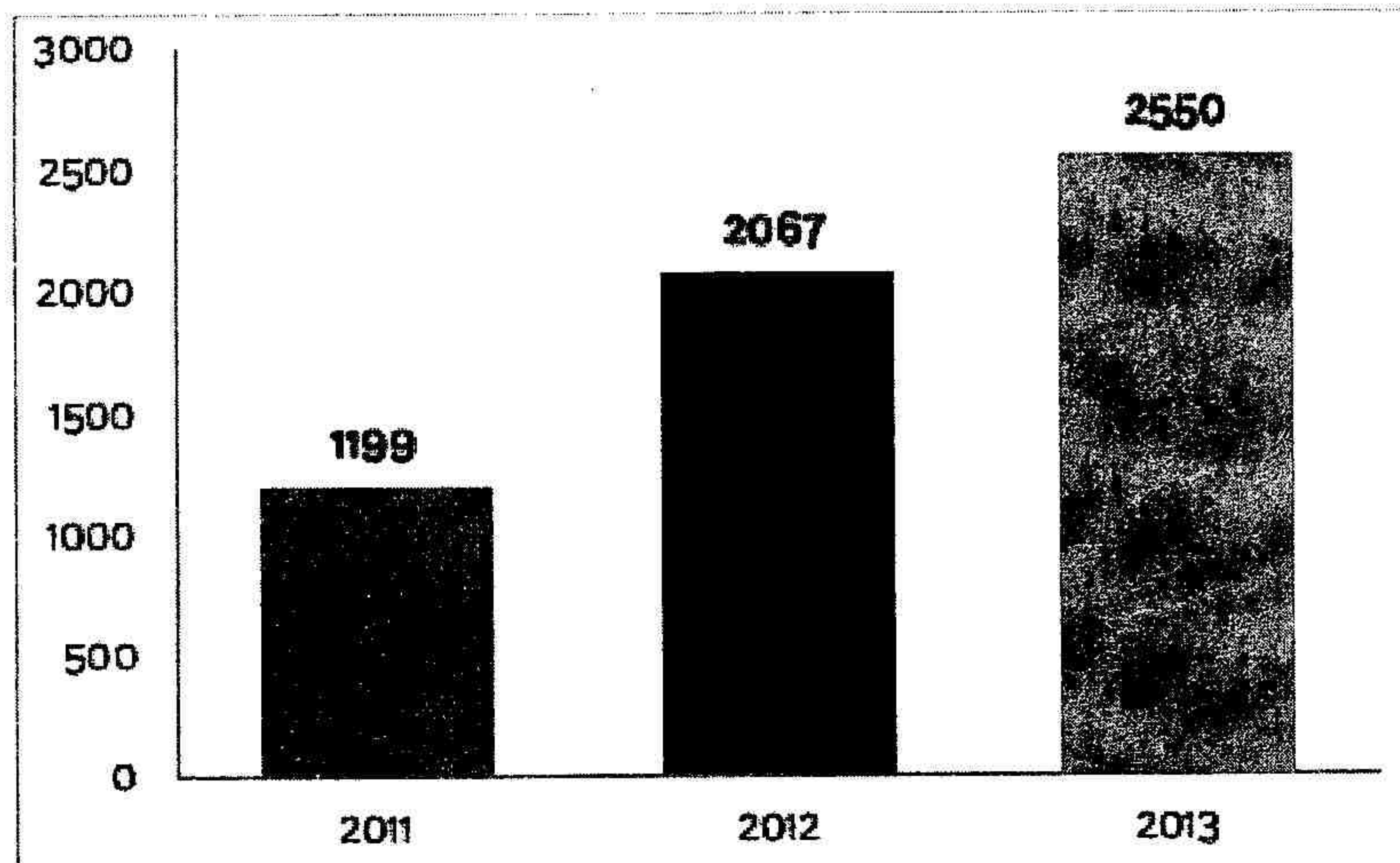
Figure 40: Distribution of accidents in the Mediterranean Sea and Black Sea



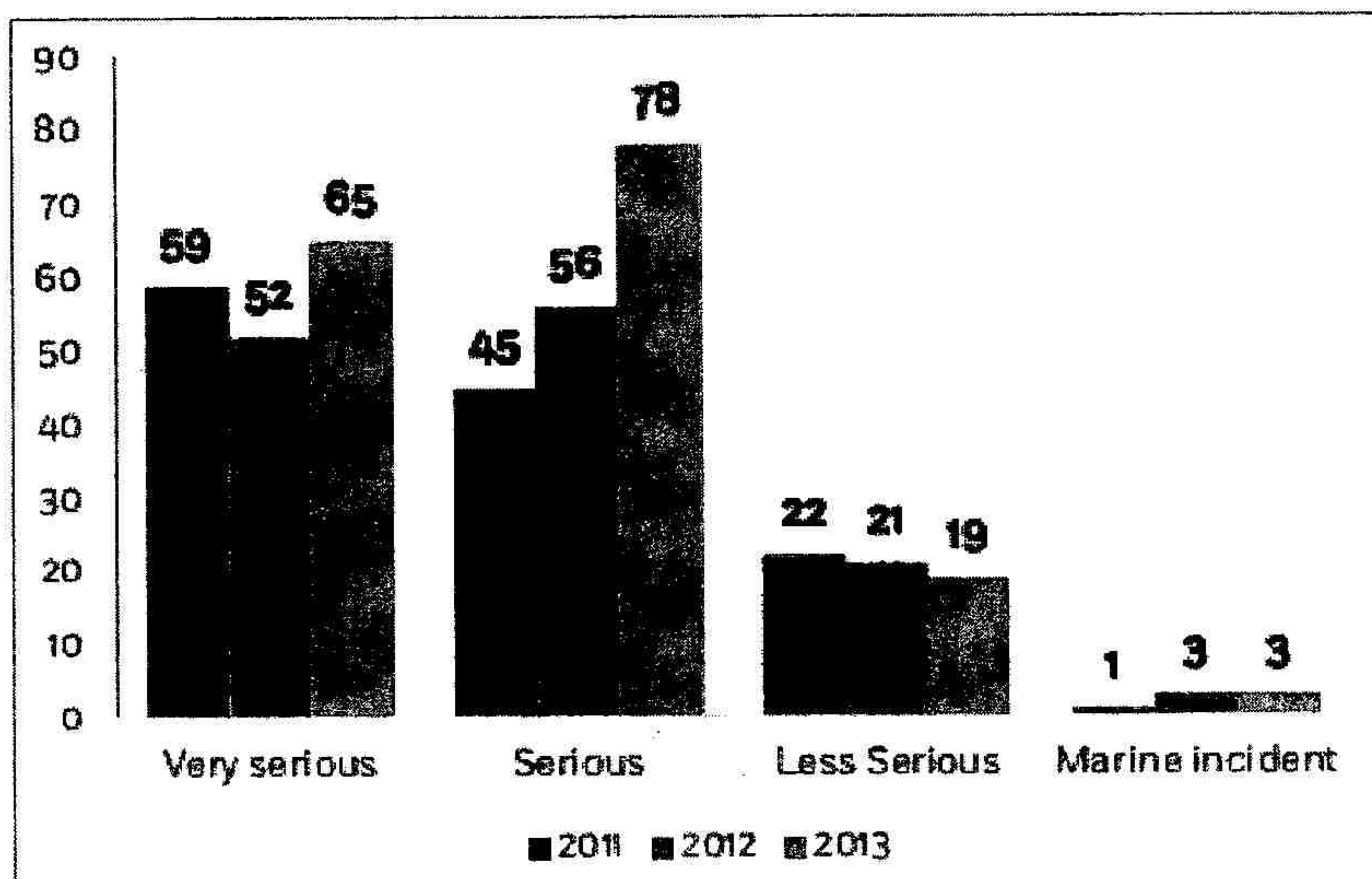
EMSA REPORT 2014

ΠΑΡΑΡΤΗΜΑ

(Ανήκει στο Αριθ. 610.4/15/ΑΣ 618/03-04-2015 ΦΕΣ ΔΑΝ)



Αριθμός ναυτικών ατυχημάτων και περιστατικών όπου ενεπλάκησαν Κ-Μ της Ε.Ε. ως Κράτη σημαίας, παράκτια κράτη και ως ουσιαστικά ενδιαφερόμενα κράτη.



Αριθμός Διερευνήσεων που διενεργήθηκαν από τους Οργανισμούς Διερεύνησης Ναυτικών Ατυχημάτων Κ-Μ της Ε.Ε.



HBMCI

Hellenic Bureau
for Marine
Casualties
Investigation

HBMCI's REPORT

FOR

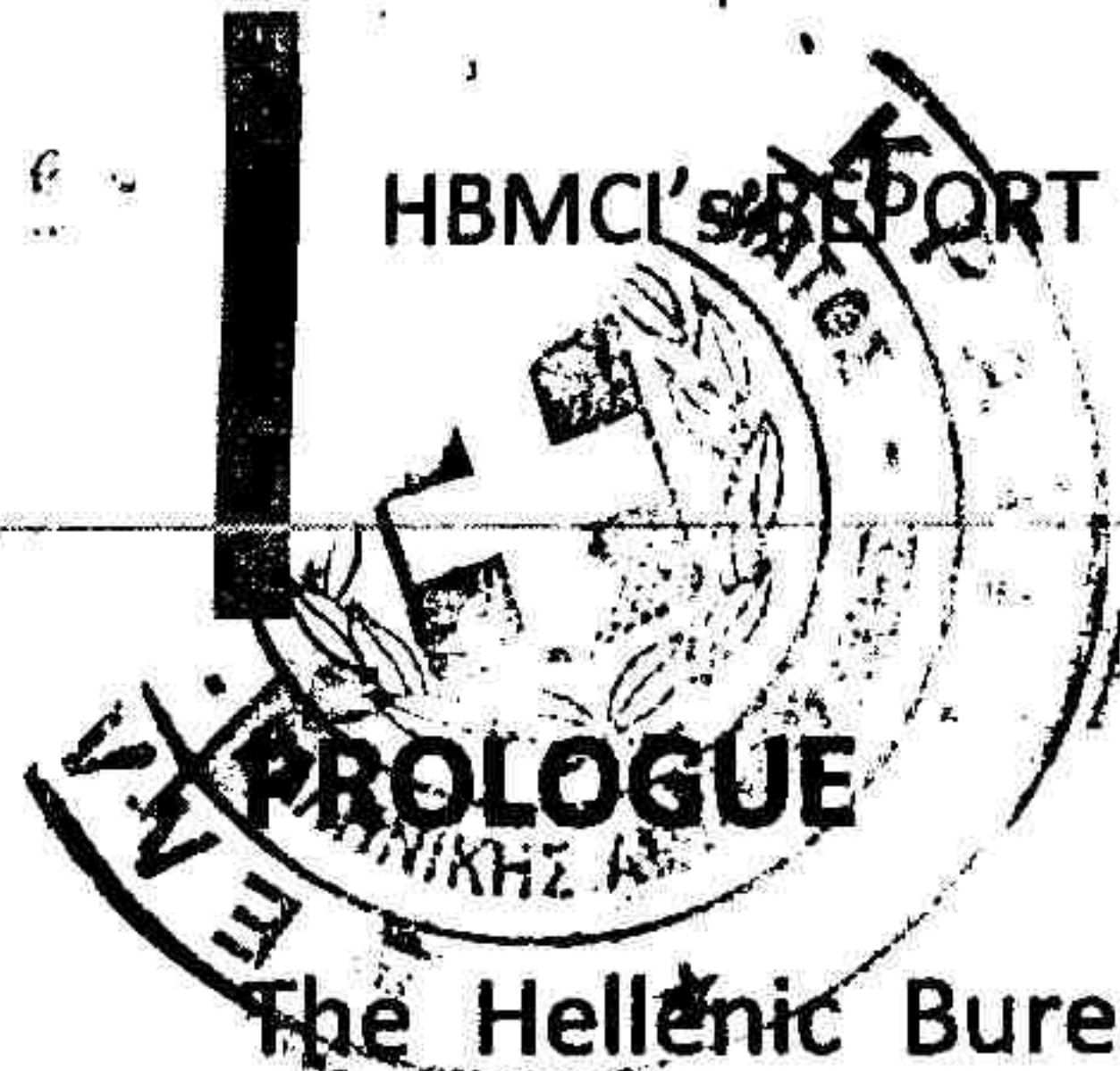
2013 & 2014

PIRAEUS - DECEMBER 2014

HBMCI's REPORT FOR 2013 & 2014

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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.

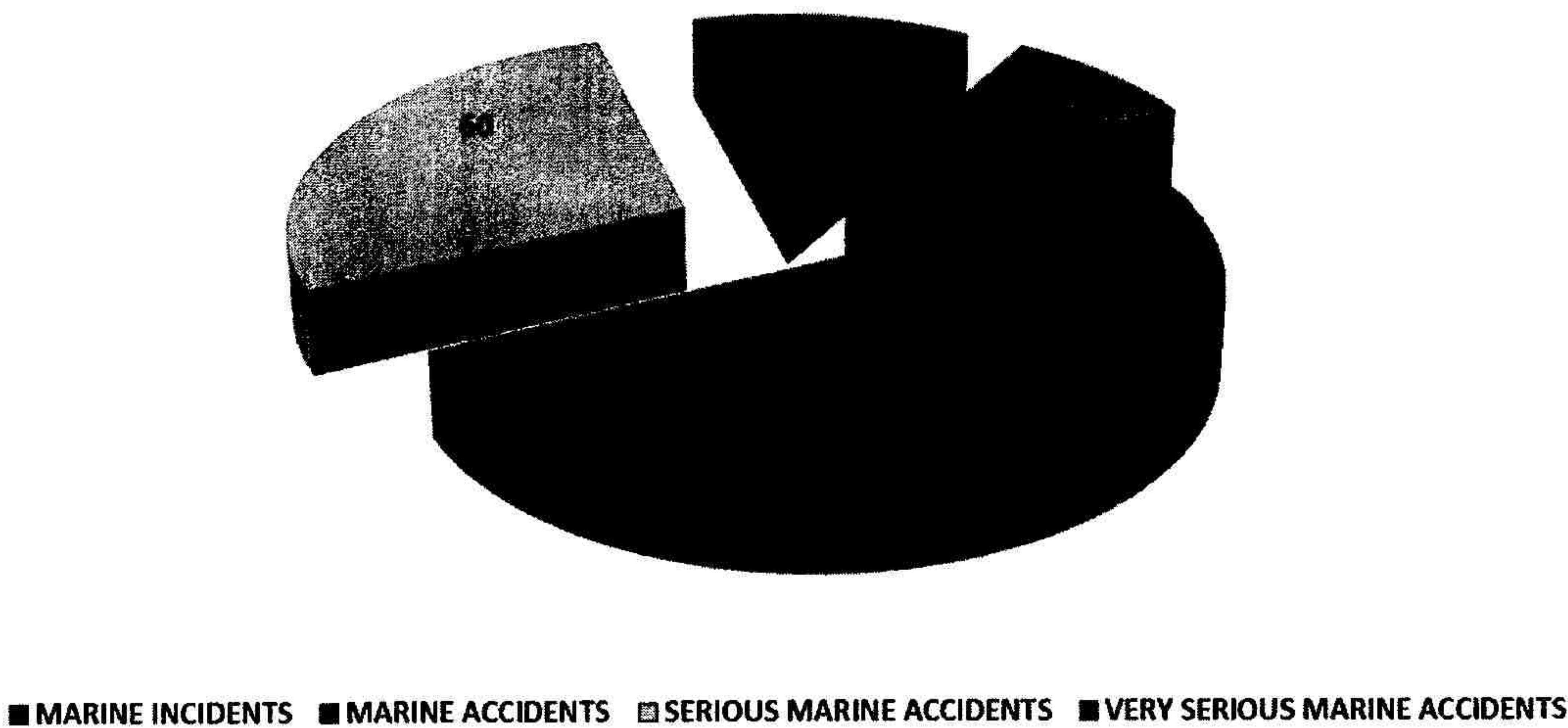
On page 24, there is an overview of HBMCI's Casualty Investigation Statistics, regarding the type of ship and the ship's Flag, for the investigations that have been commenced by our Bureau.

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

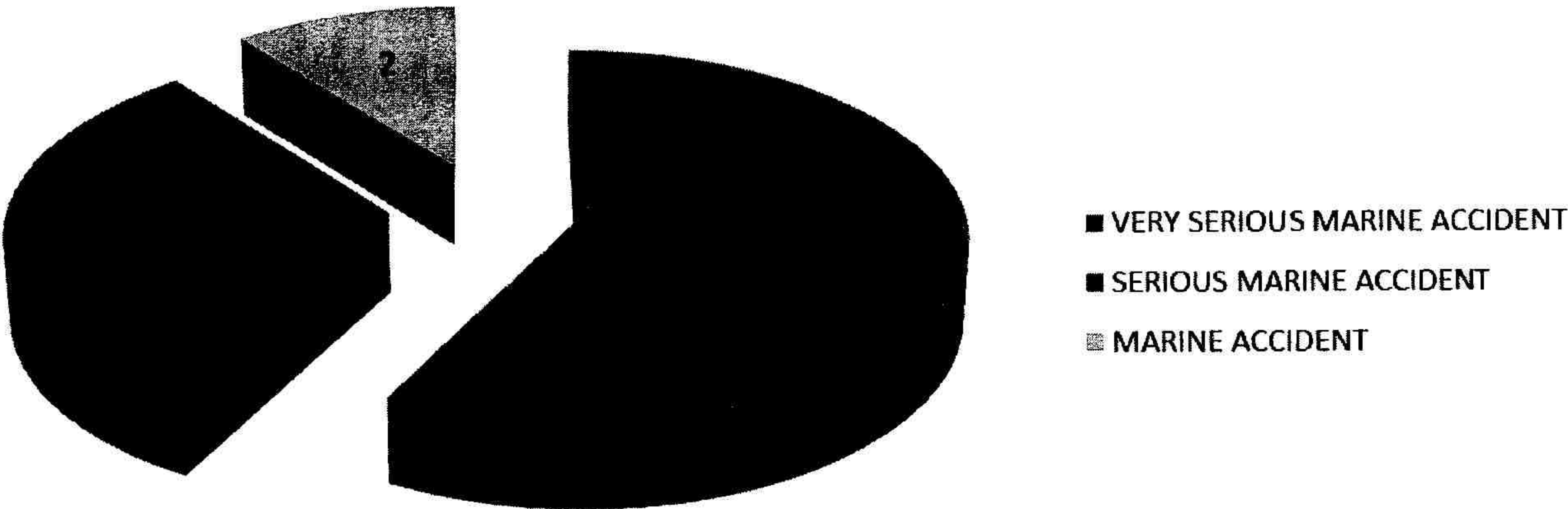
OVERVIEW OF CASUALTY REPORTS MADE TO HBMCI IN 2013

CASUALTIES REPORTED TO HBMCI IN 2013



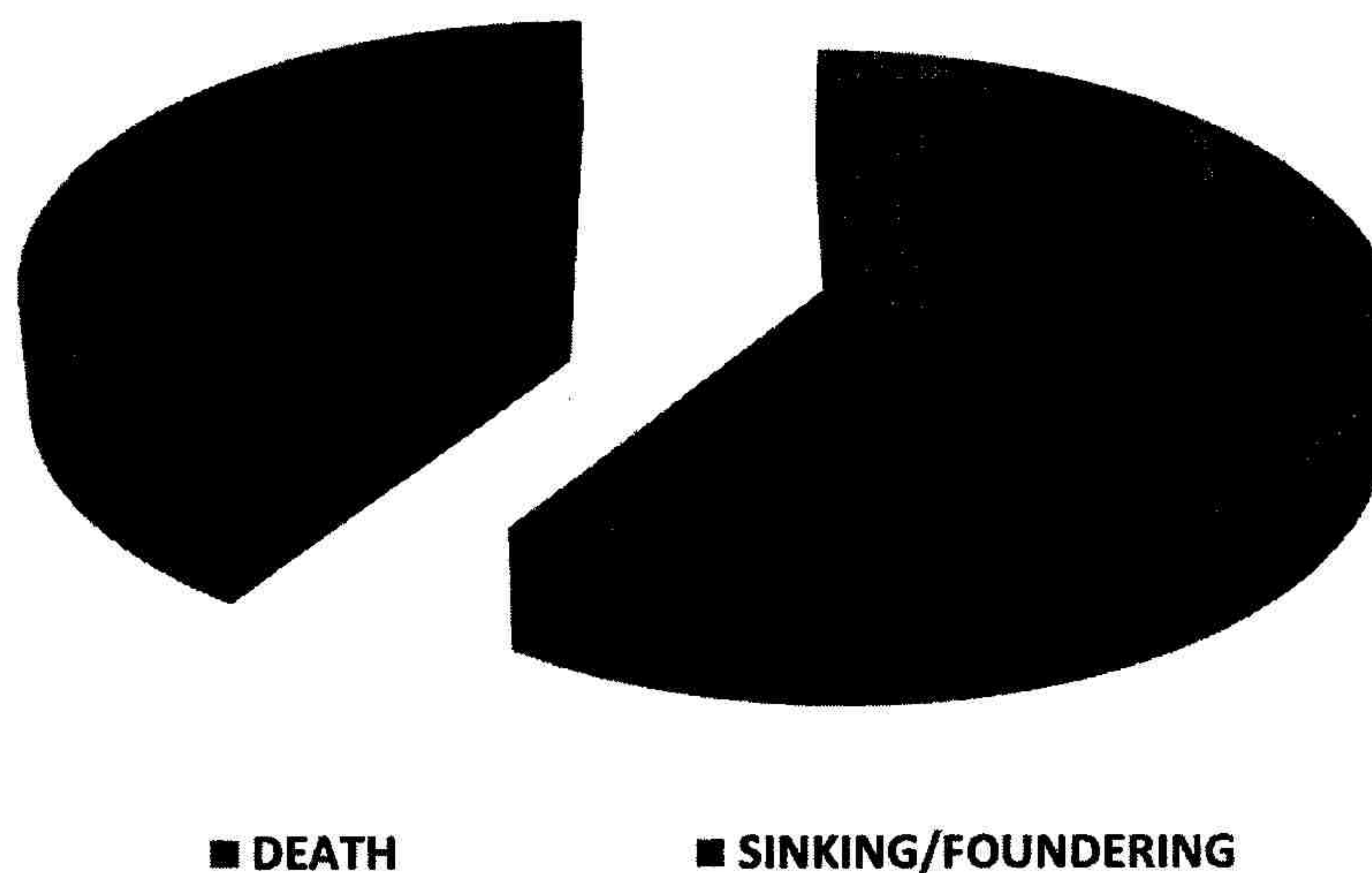
Graph 1: Casualties reported to HBMCI in 2013

CASUALTIES UNDER INVESTIGATION BY HBMCI FOR 2013



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

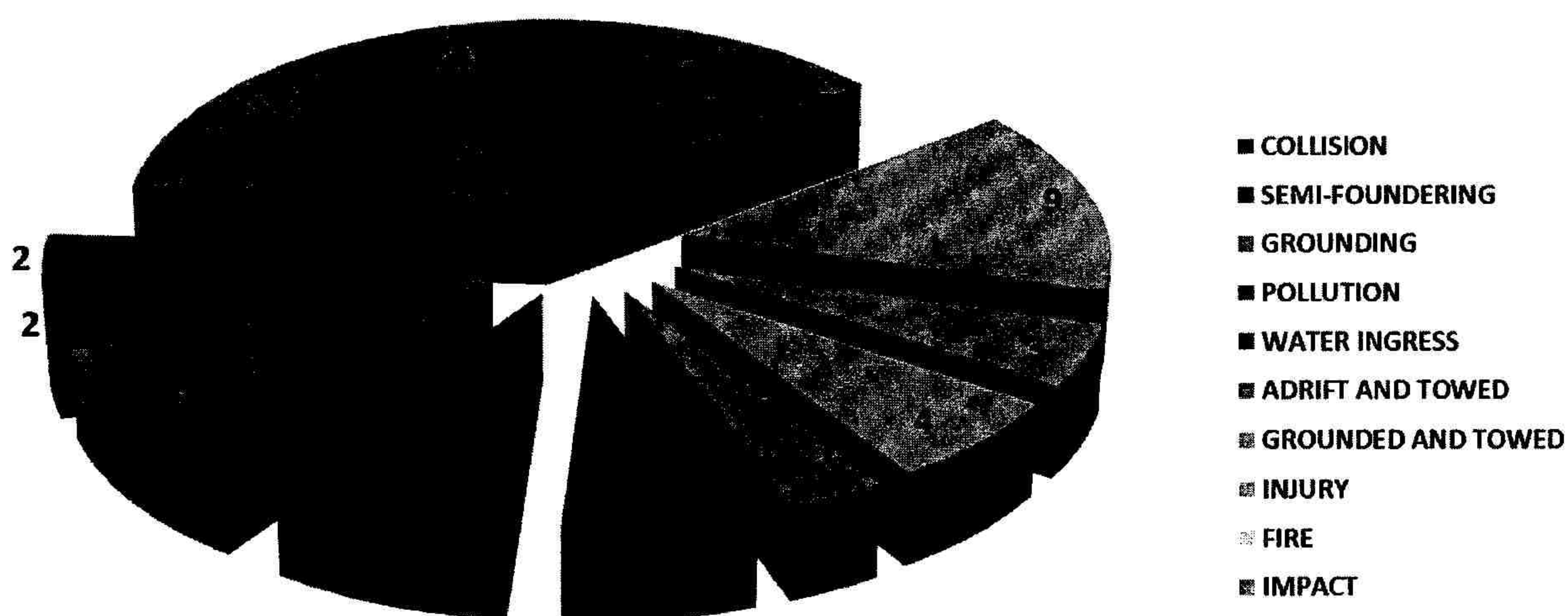
CATEGORIES OF VERY SERIOUS MARINE ACCIDENTS FOR 2013



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

CATEGORIES OF SERIOUS MARINE ACCIDENTS FOR 2013

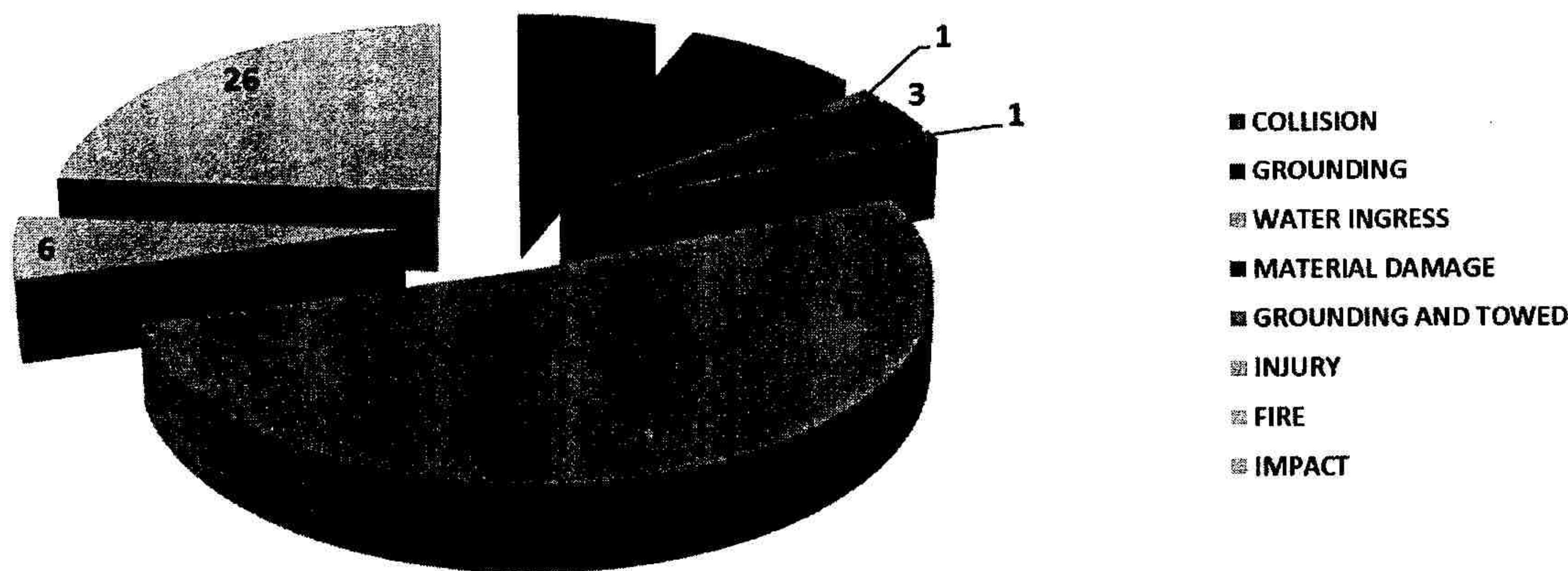
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Graph 4: Categories of serious marine accidents for 2013.

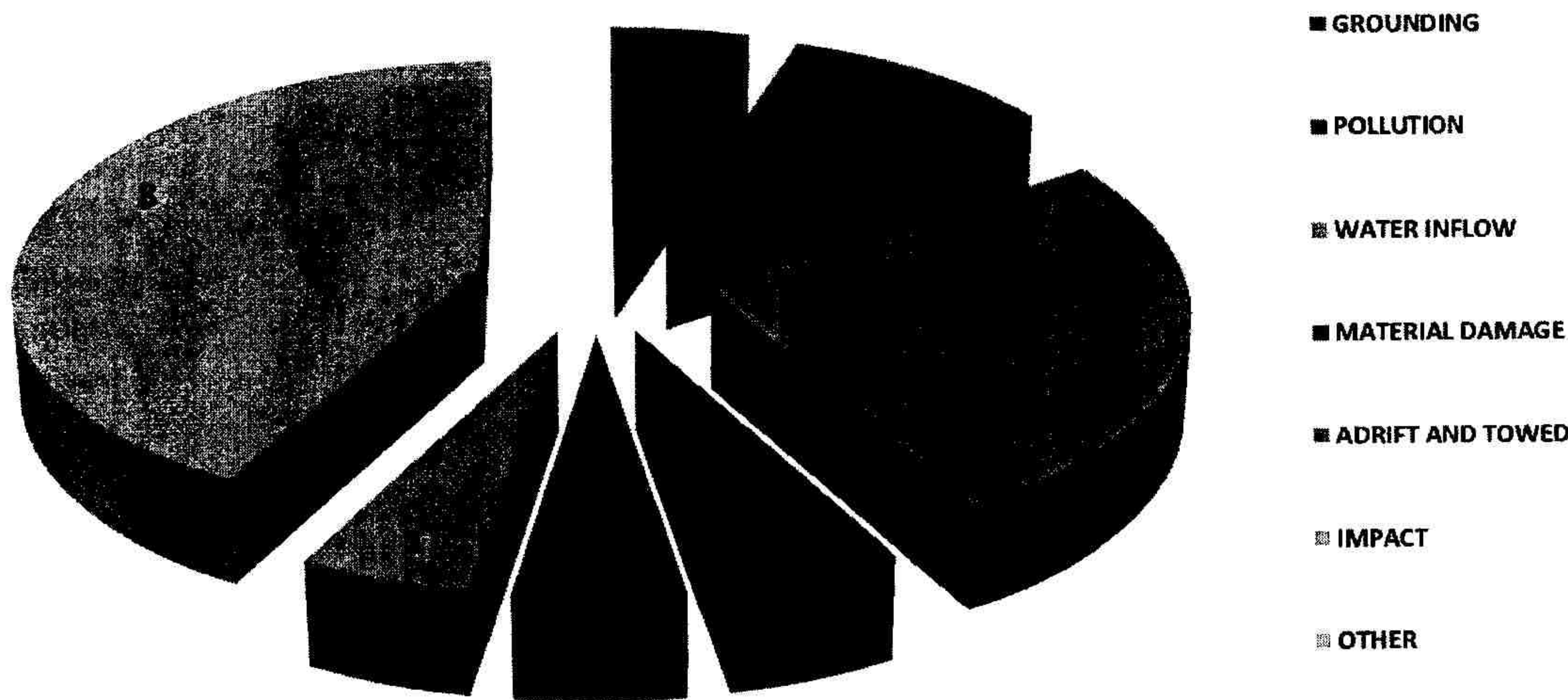
***Important notice:** The number of very serious casualties concerning loss of life is under constant review, because in cases where the reasons of death prove to be clearly pathologic (after the post-mortem report is issued), the relevant occurrences will be extracted from the scope of HBMCI.

CATEGORIES OF MARINE ACCIDENTS FOR 2013



Graph 5: Categories of marine accidents for 2013

CATEGORIES OF MARINE INCIDENTS FOR 2013



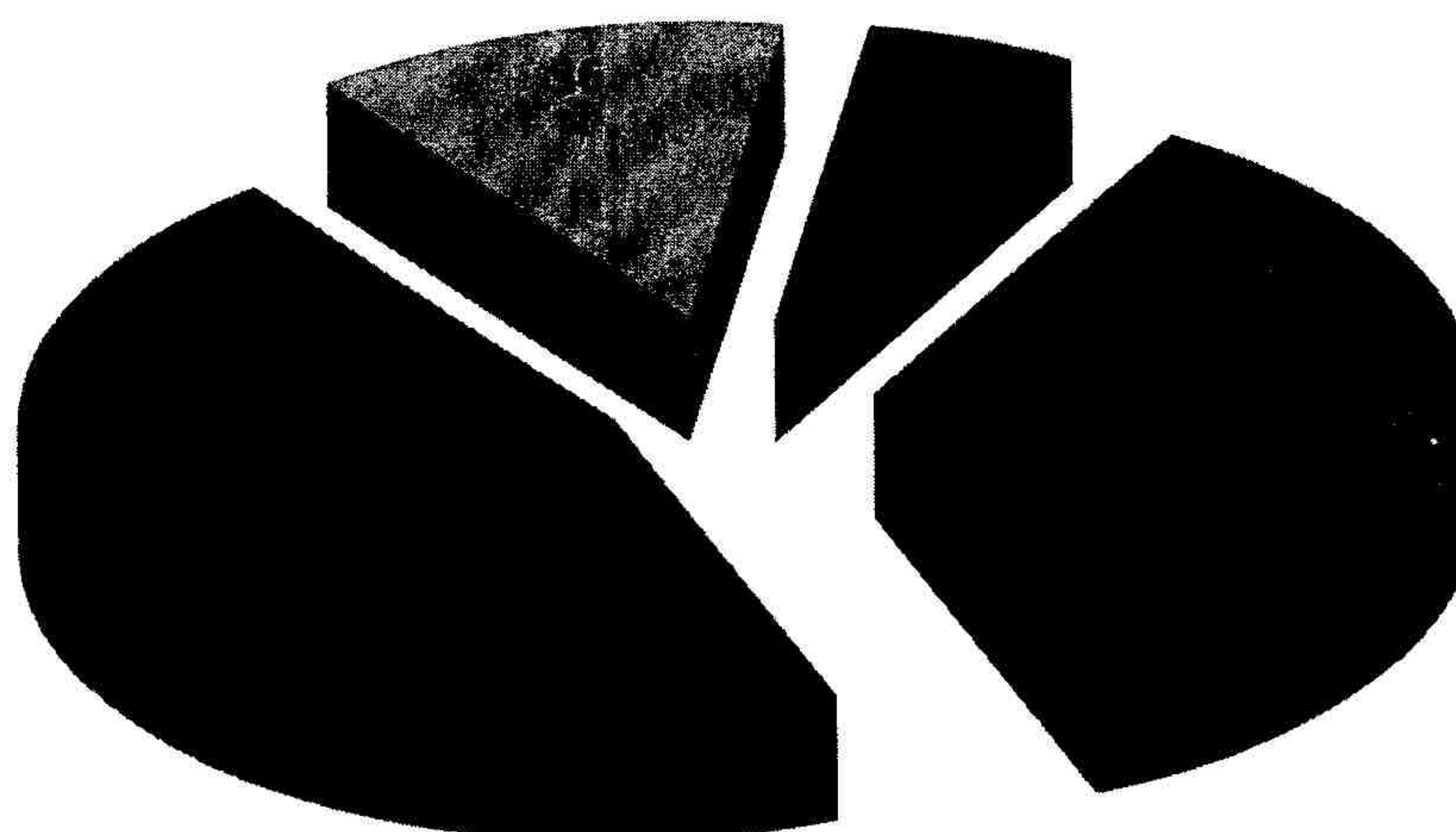
Graph 6: Categories of marine incidents for 2013.

HBMCI's STATISTICS FOR THE YEAR 2014

(Until 05-12-2014)

OVERVIEW OF CASUALTY REPORTS MADE TO HBMCI IN 2013

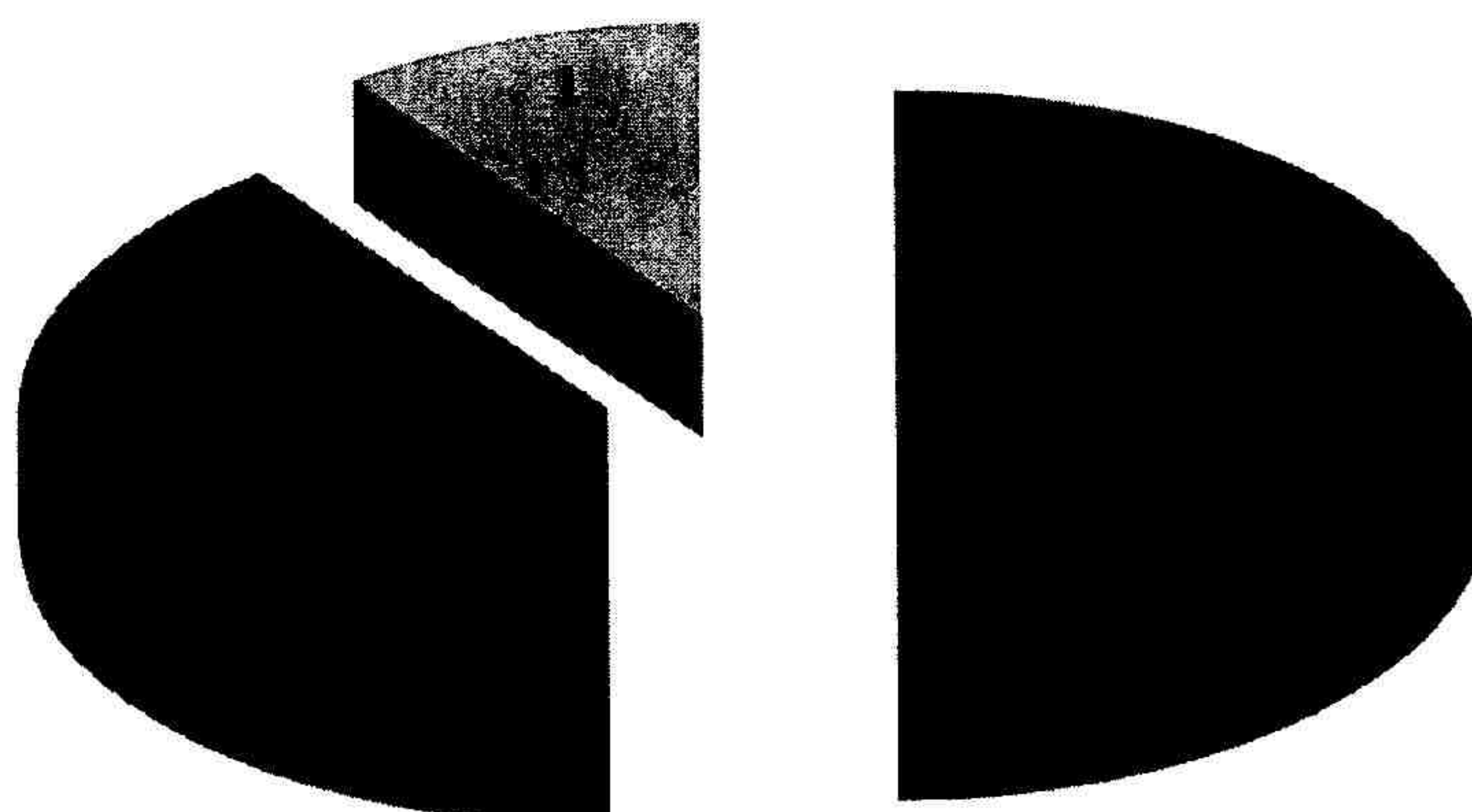
CASUALTIES REPORTED TO HBMCI IN 2014



■ MARINE INCIDENTS ■ MARINE ACCIDENTS ■ SERIOUS MARINE ACCIDENTS ■ VERY SERIOUS MARINE ACCIDENTS

Graph 1: Casualties reported to HBMCI in 2014

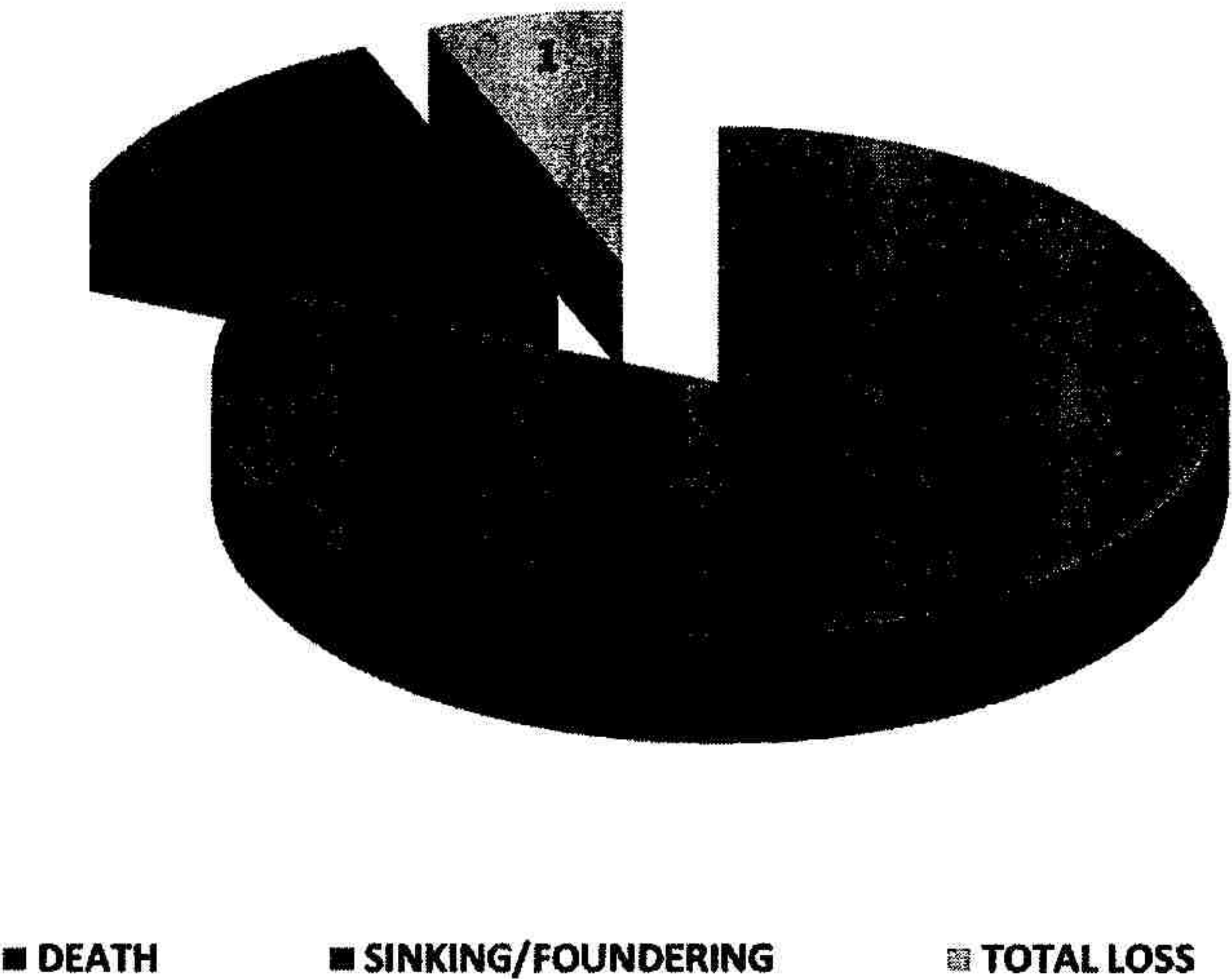
CASUALTIES UNDER INVESTIGATION BY HBMCI FOR 2014



■ VERY SERIOUS MARINE ACCIDENT
■ SERIOUS MARINE ACCIDENT
■ MARINE ACCIDENT

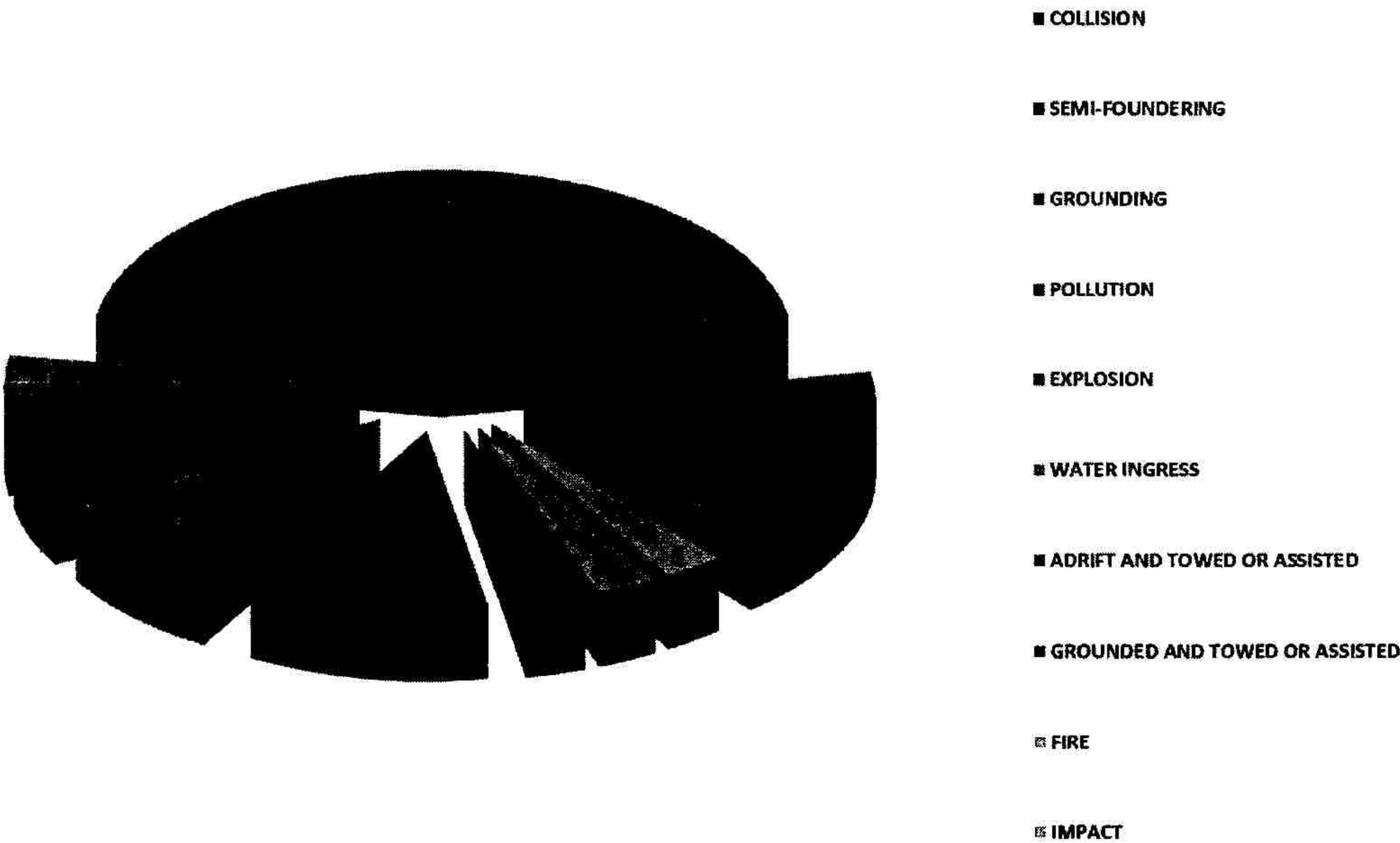
Graph 2: Categories of casualties under investigation by HBMCI for 2014

CATEGORIES OF VERY SERIOUS MARINE ACCIDENTS FOR 2014



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

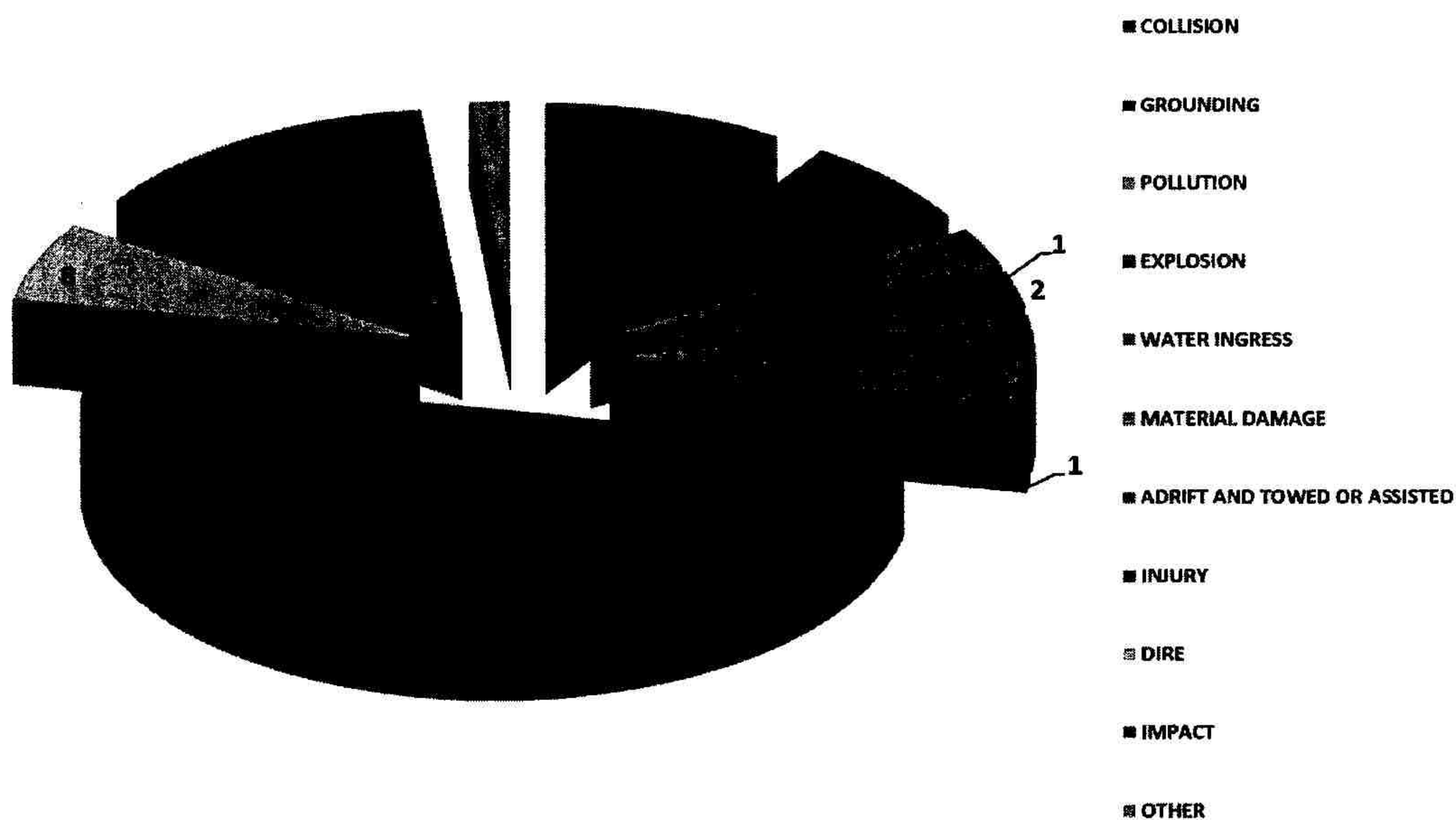
CATEGORIES OF SERIOUS MARINE ACCIDENTS FOR 2014



Graph 4: Categories of serious marine accidents for 2014.

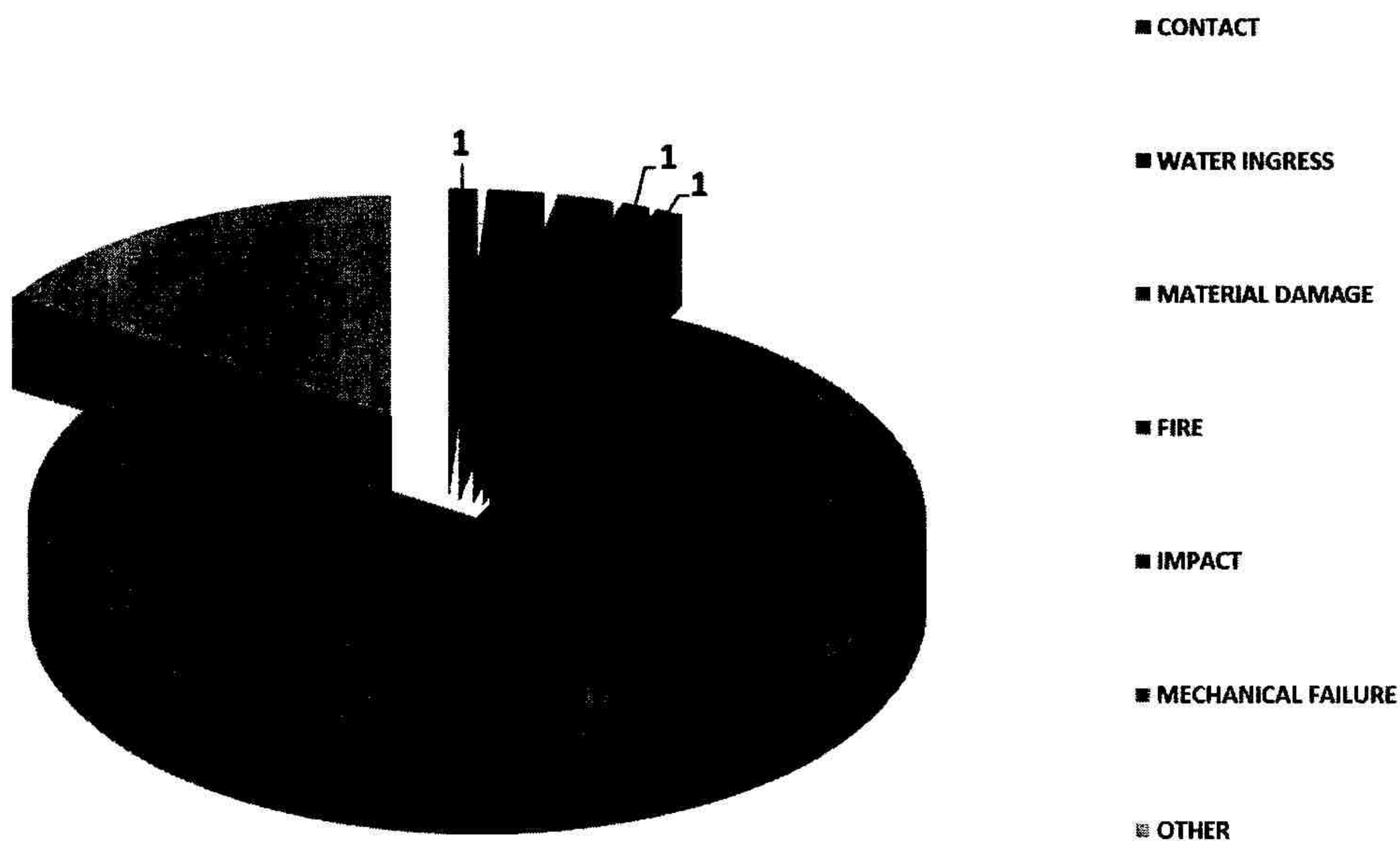
***Important notice:** The number of very serious casualties concerning loss of life is under constant review, because in cases where the reasons of death prove to be clearly pathologic (after the post-mortem report is issued), the relevant occurrences will be extracted from the scope of HBMCI.

CATEGORIES OF MARINE ACCIDENTS FOR 2014



Graph 5: Categories of marine accidents for 2014

CATEGORIES OF MARINE INCIDENTS FOR 2014

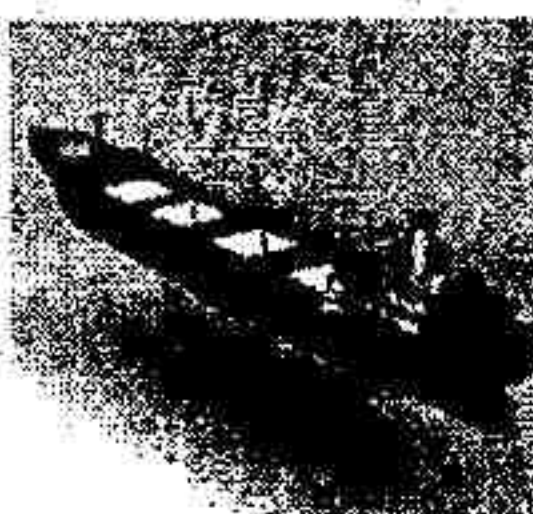


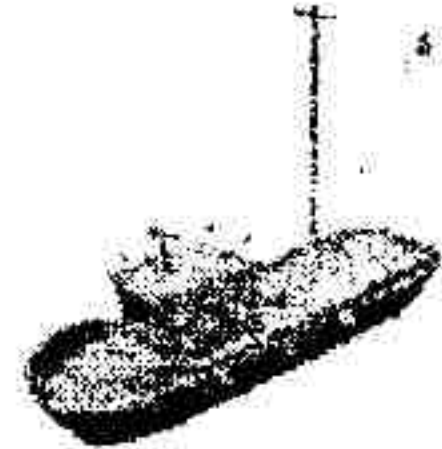
Graph 6: Categories of marine incidents for 2014.

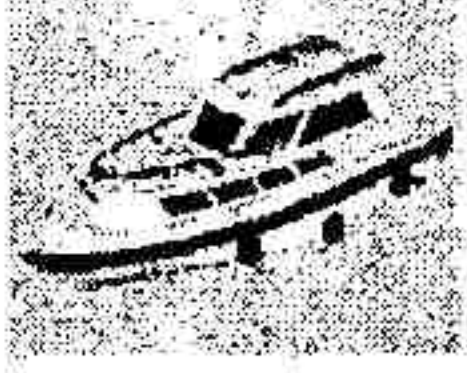
CASUALTIES AS PER TYPE OF SHIP / PLACE ON BOARD

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
 Cargo ship (all types)	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		

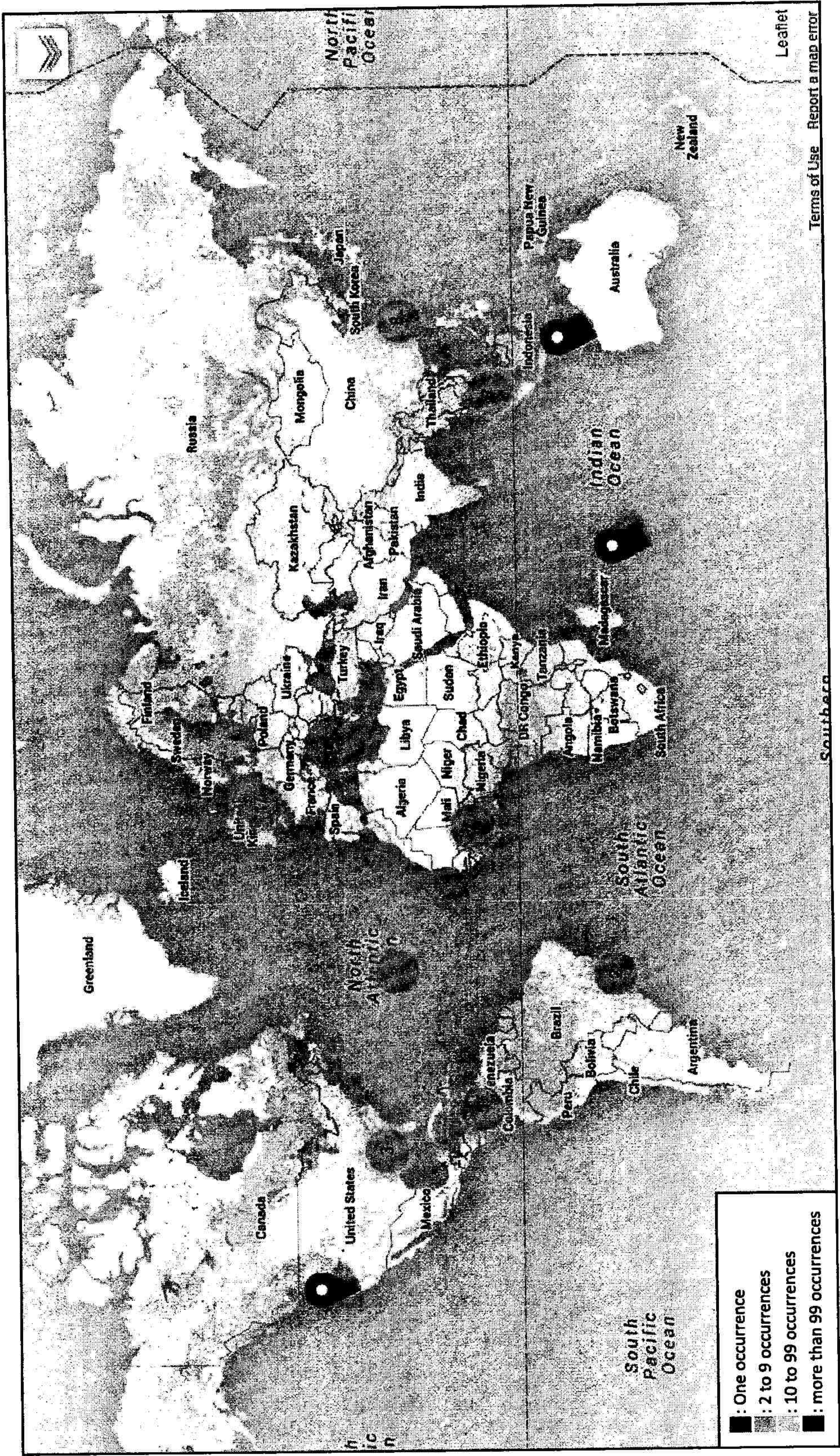
Ship / craft type	Place on board	Number of casualties	Casualty severity			
			Very serious	Serious	Less serious	Marine incident
 Fishing vessels	Bulbous	1			1	
	Engine room/space	25	1	21	3	
	Other	23	2	13	7	1
	Over side	2		1	1	
	Poop deck	2		2		
	Propeller/rudder/thruster	1			1	
	Pump room	1		1		
	Steering gear room	1		1		
	Superstructure deck	1		1		
	Tunnel / duct keel	1		1		
 Passenger ship (all types)	Accommodation	1		1		
	Air	1				
	Assemblies	1				
	Attending engine room	1				
	Bathroom/shower	1				
	Bridge	1				
	Deck	1				
	Deck tank	1				
	Deck vehicle	2				
	Deck space - passengers	5		3		
	Dining room	2				
	Engine room/deck	3		21	14	
	Forecastle/forecastle deck	1				
	Foremast tank	1			1	
	Freeboard deck	1				
	Galley spaces/mess room/day room	1				
	Gangway	9		3	6	
	Hospital/clinic	1				
	Other	66	2	40	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		
TOTAL		496	20	203	227	46



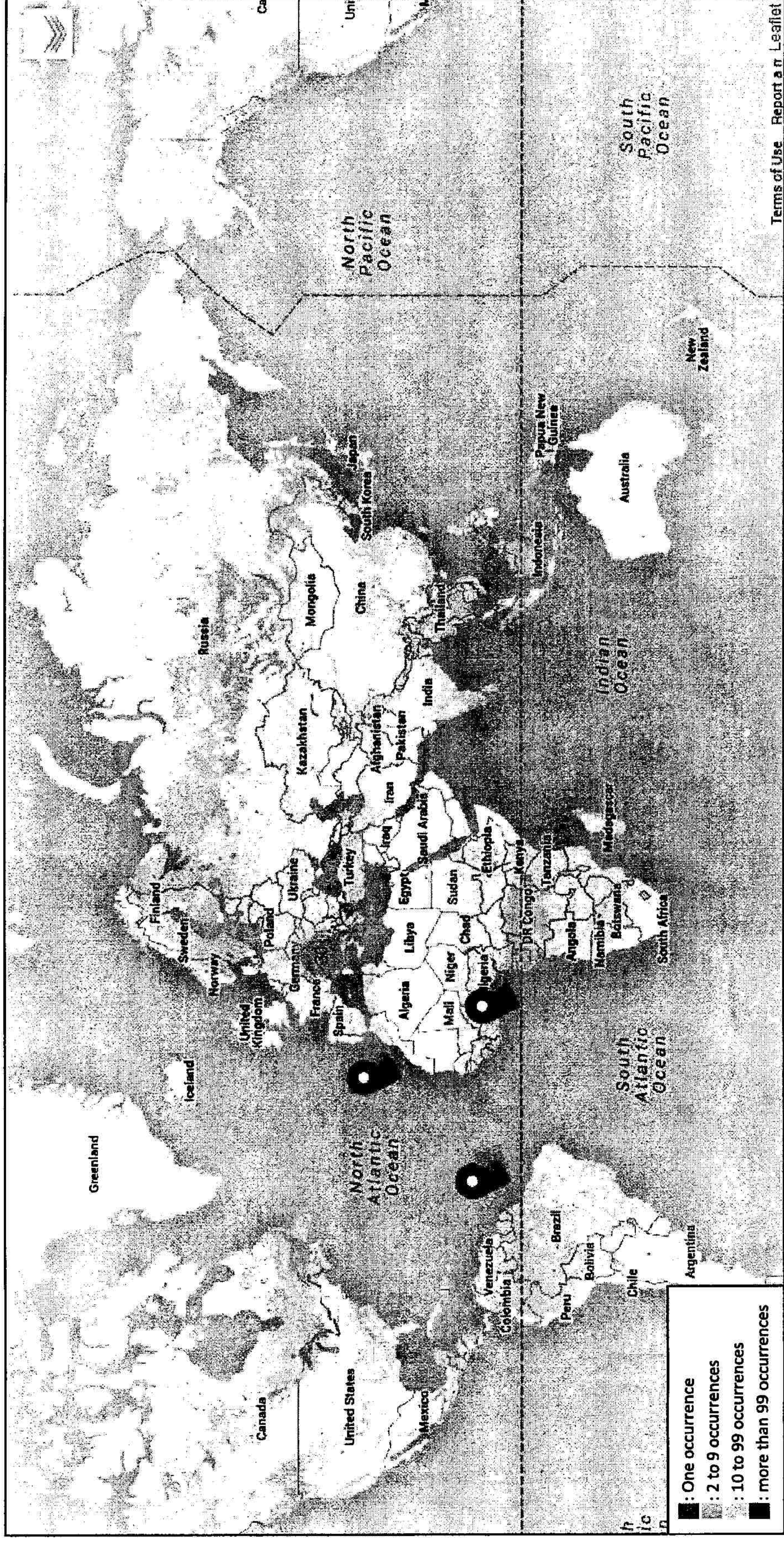
LOCATION OF MARINE ACCIDENTS

MARINE ACCIDENTS (except very serious) worldwide¹ (Source: EMCIP, 27-11-2014)



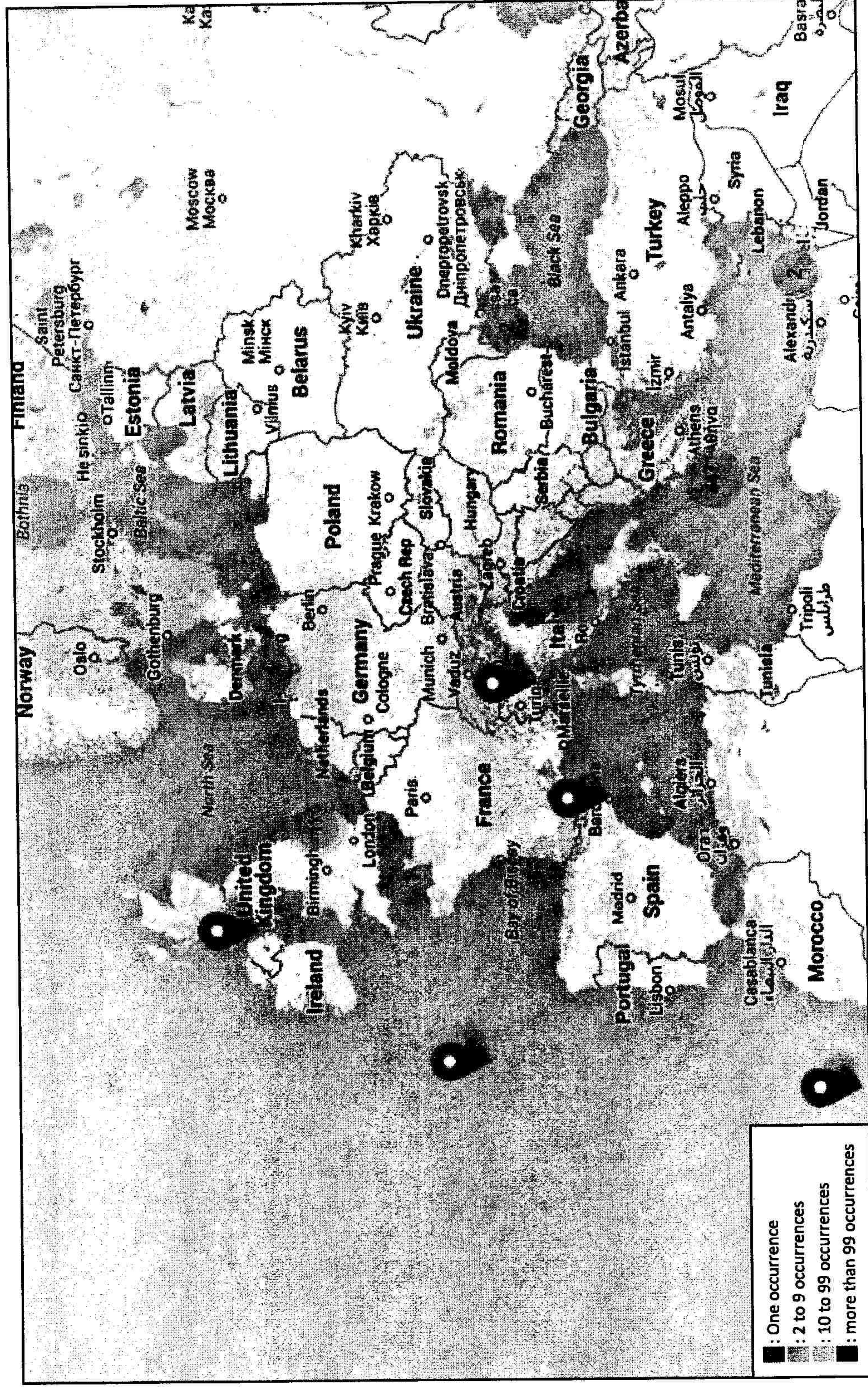
¹ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

VERY SERIOUS MARINE ACCIDENTS Worldwide² (Source: EMCIP, 27-11-2014)



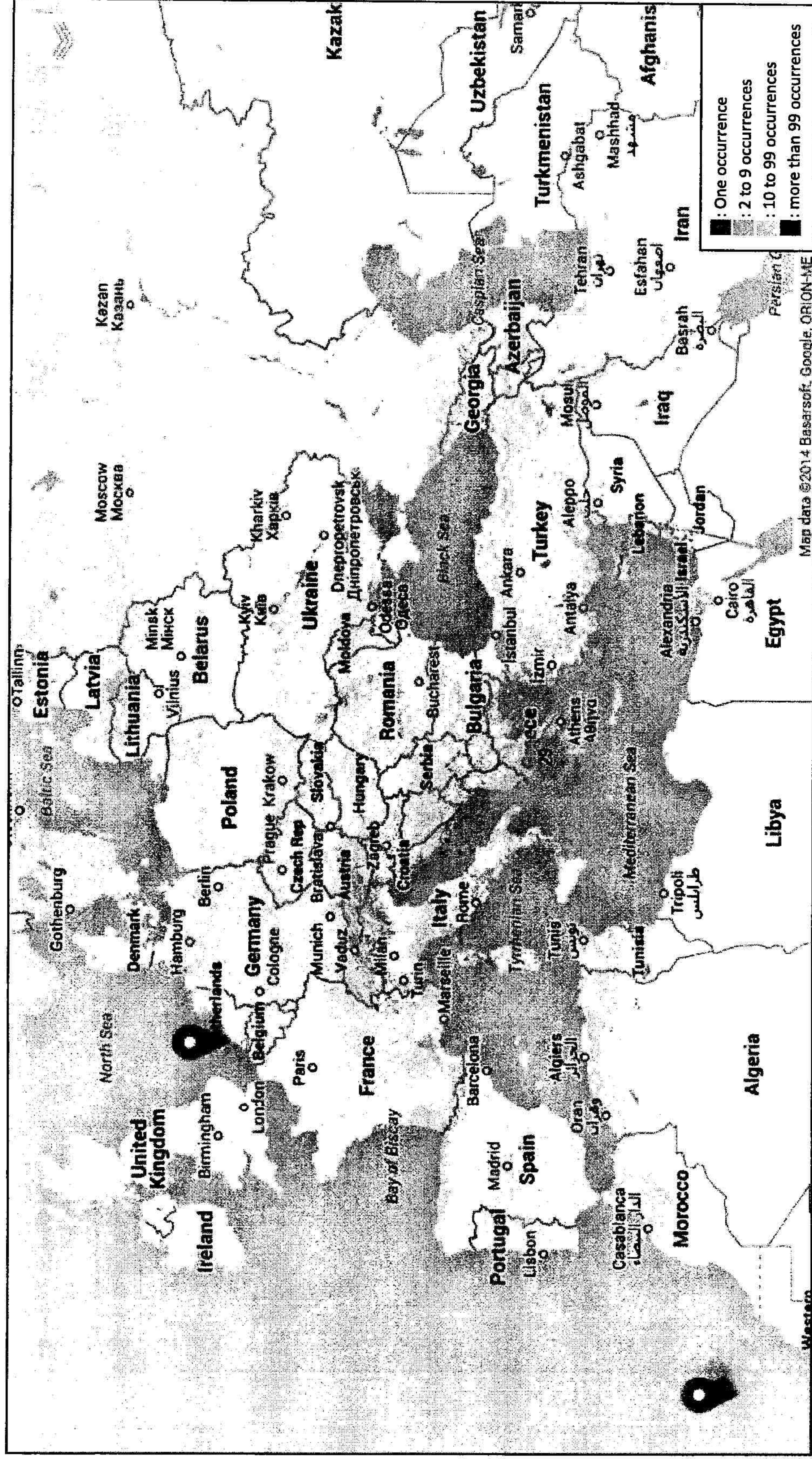
² Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

MARINE ACCIDENTS (except very serious) in European territory³ (Source: EMCIP, 27-11-2014)



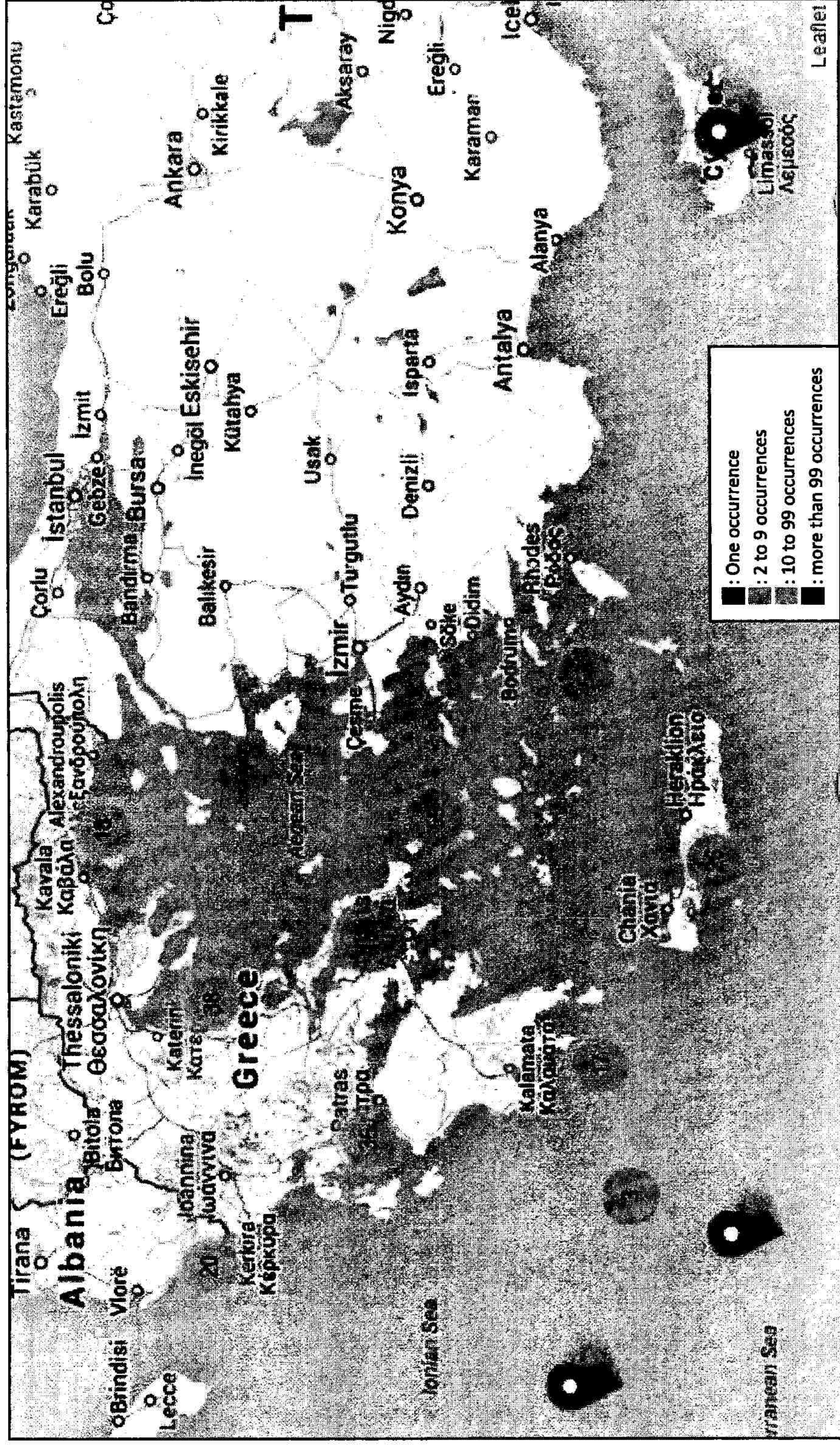
³ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

VERY SERIOUS MARINE ACCIDENTS in European territory⁴ (Source: EMCIP, 27-11-2014)



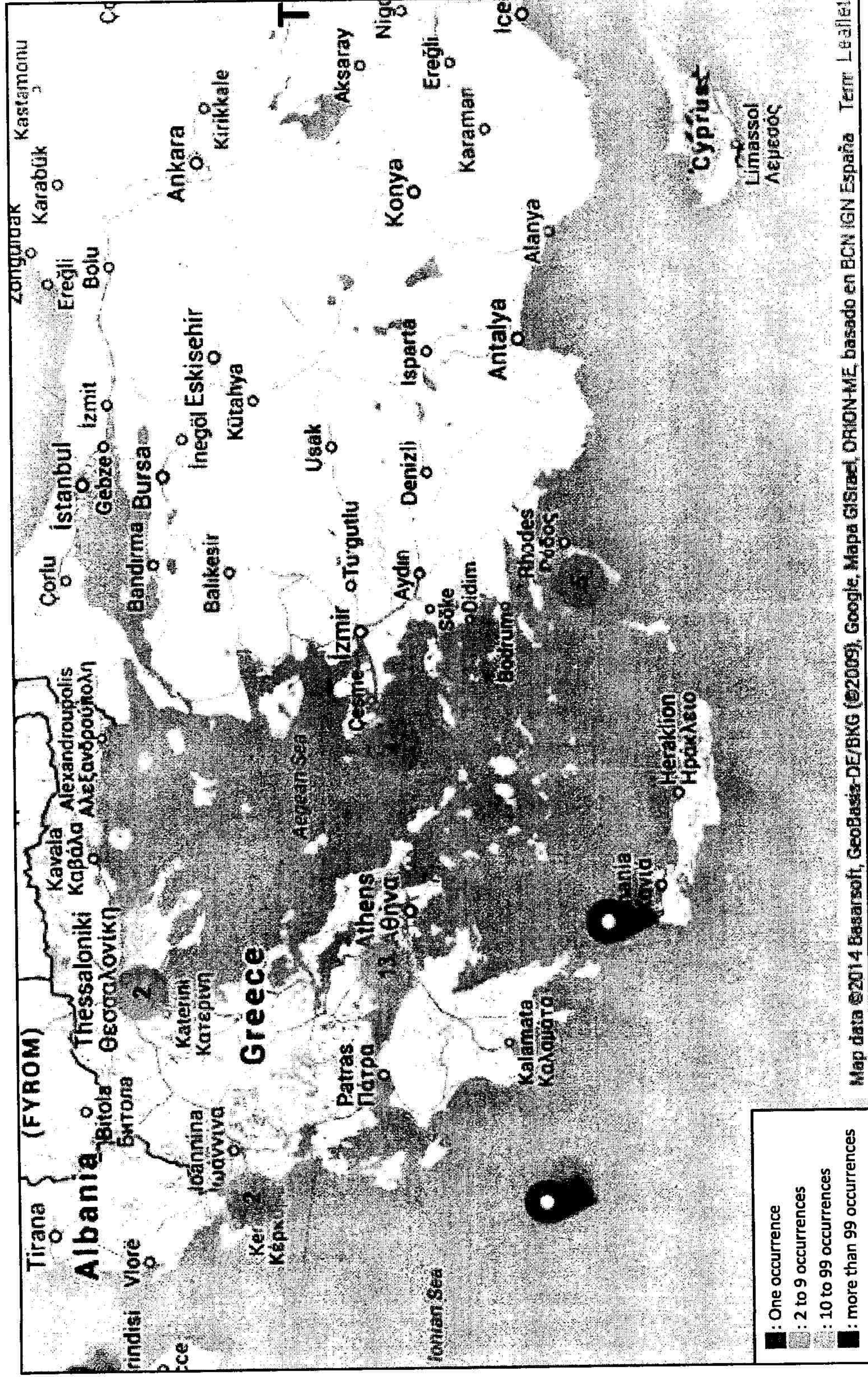
⁴ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

MARINE ACCIDENTS (except very serious) in Greek territory⁵ (Source: EMCIP, 27-11-2014)



⁵ 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).

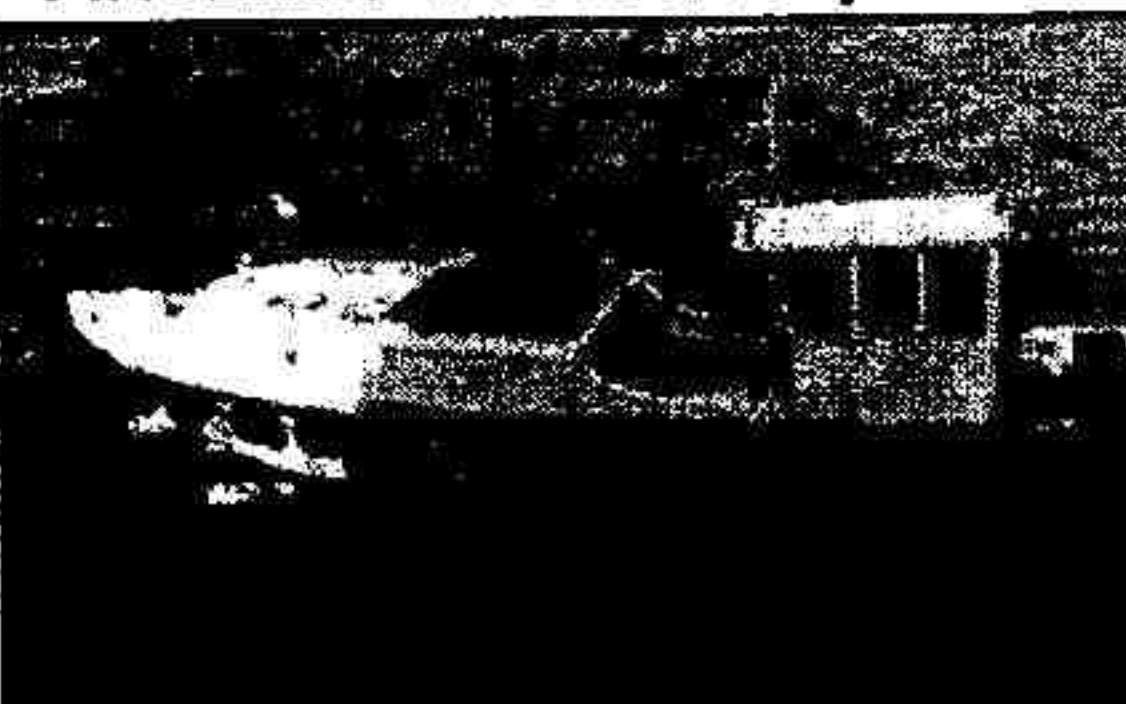
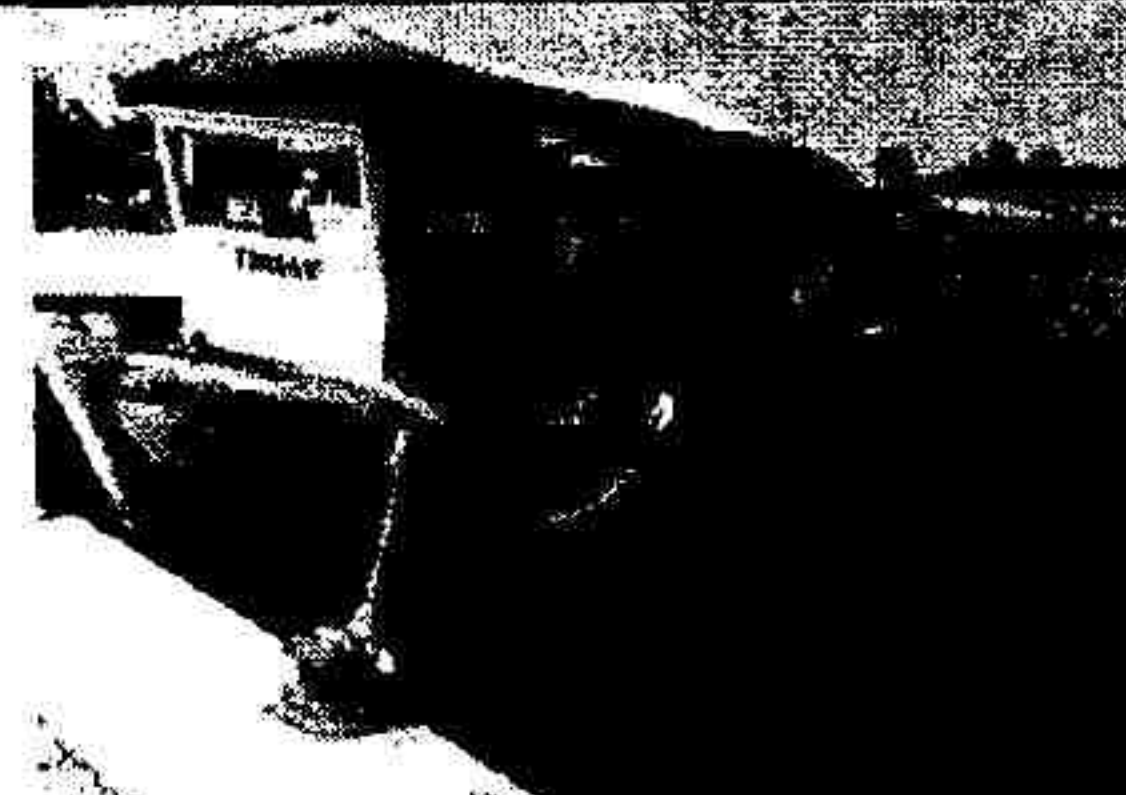
VERY SERIOUS MARINE ACCIDENTS in Greek territory⁶ (Source: EMCIP, 27-11-2014)

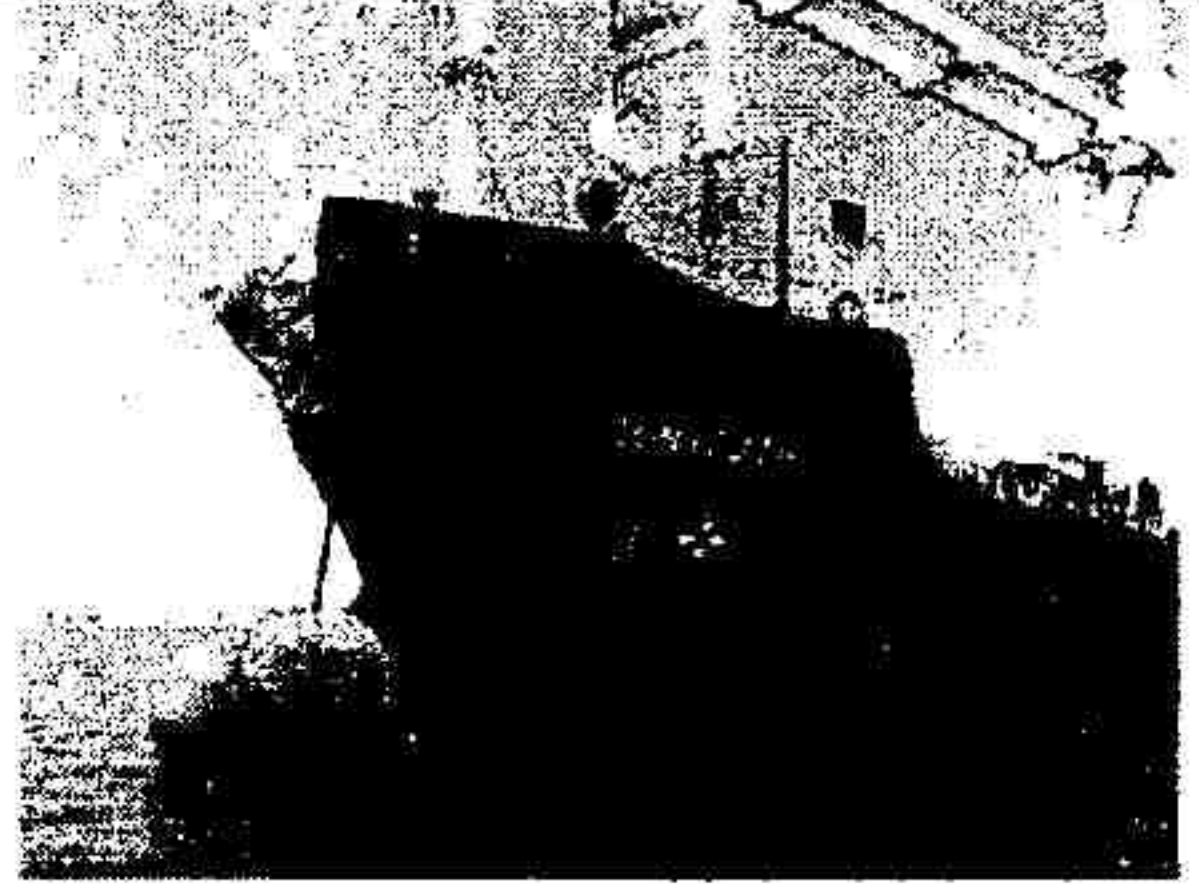
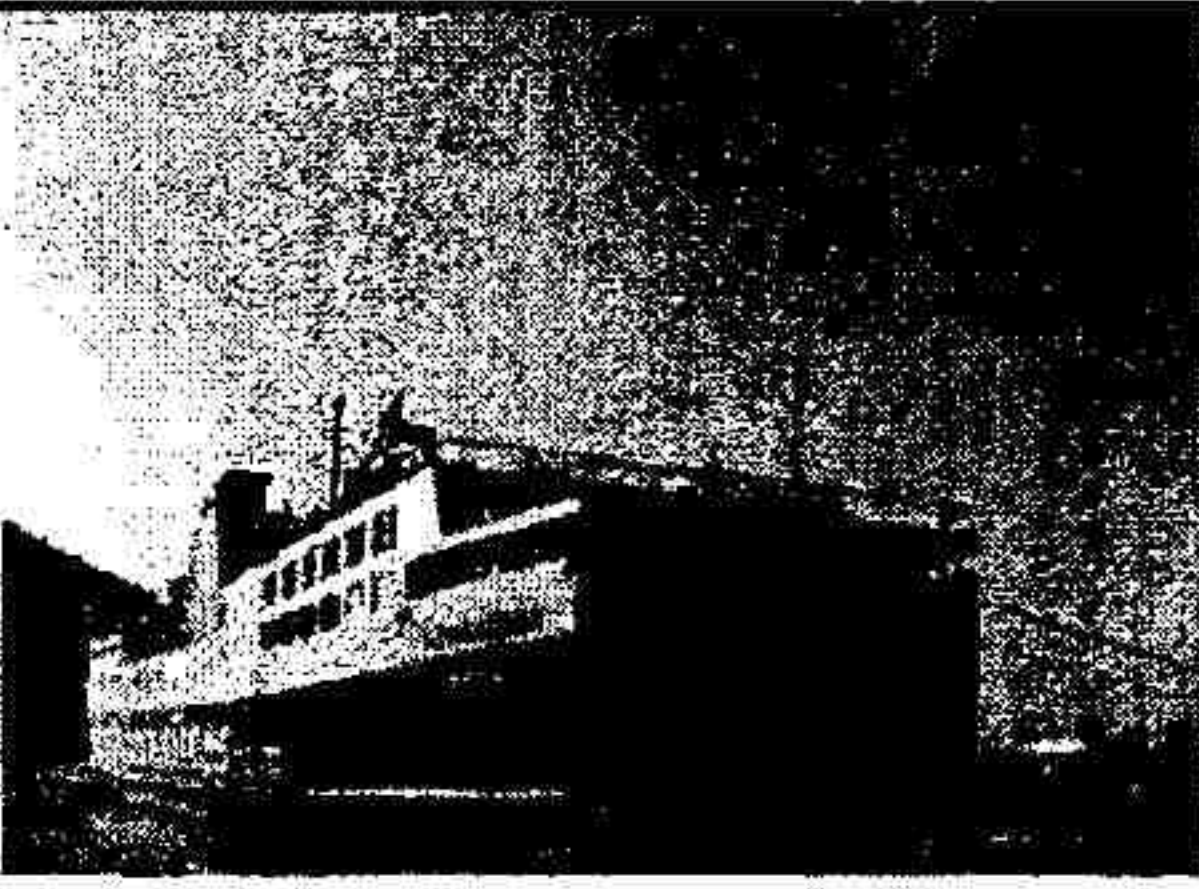
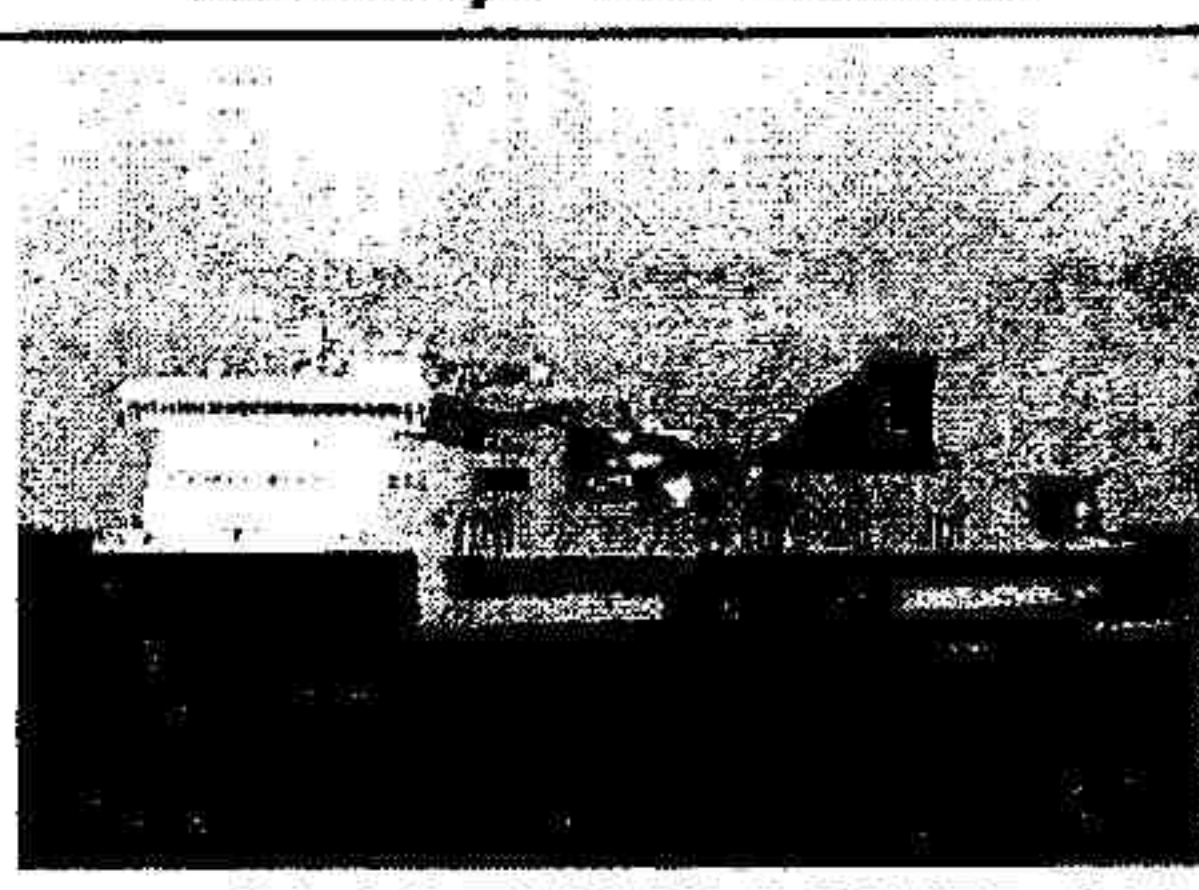


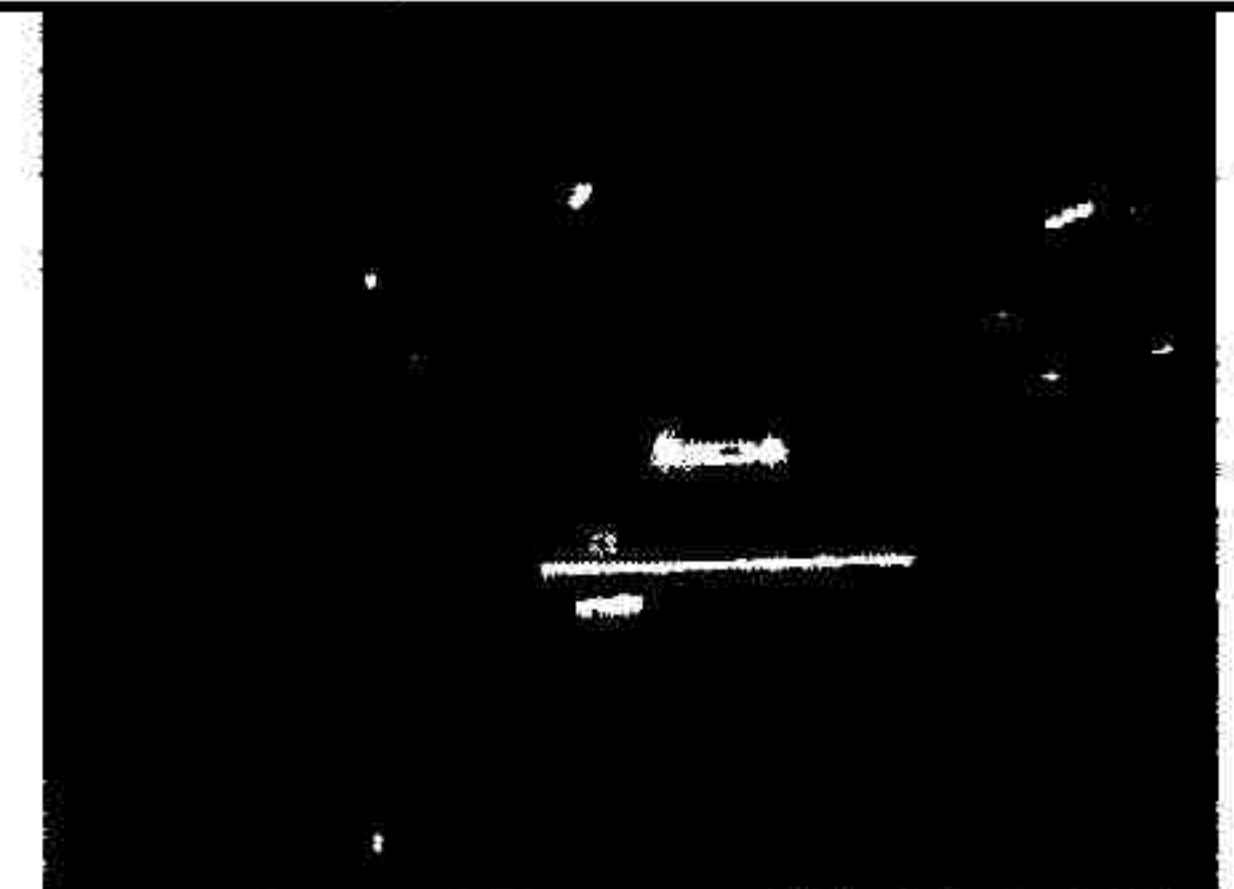
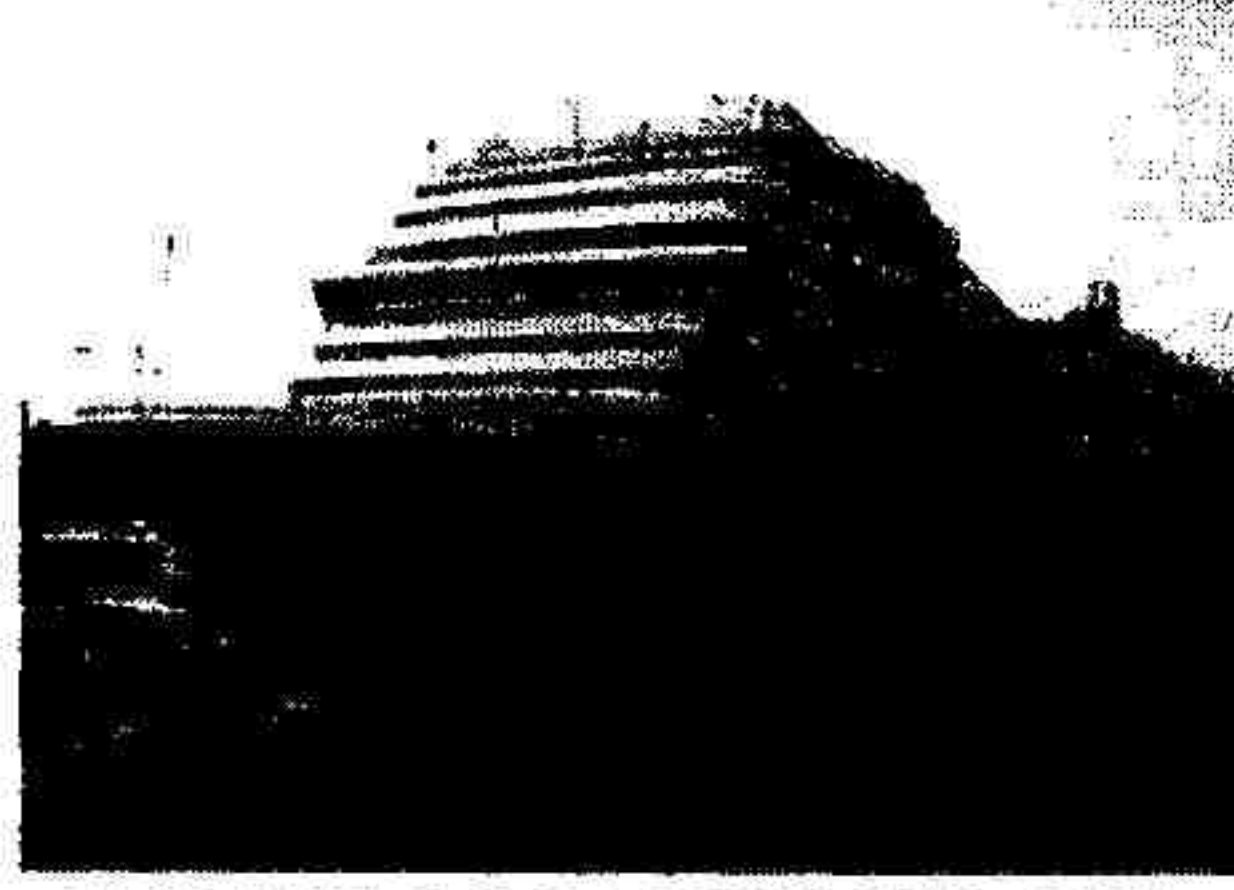
⁶ Google Maps are used for depicting. The mapped occurrences are concerning the time period 2011-today and are under the scope of HBMCI (concerning ships with Greek flag, with Greek seamen on board, passing through Greek territorial waters, or establishing Greece as an interested State in any other way).

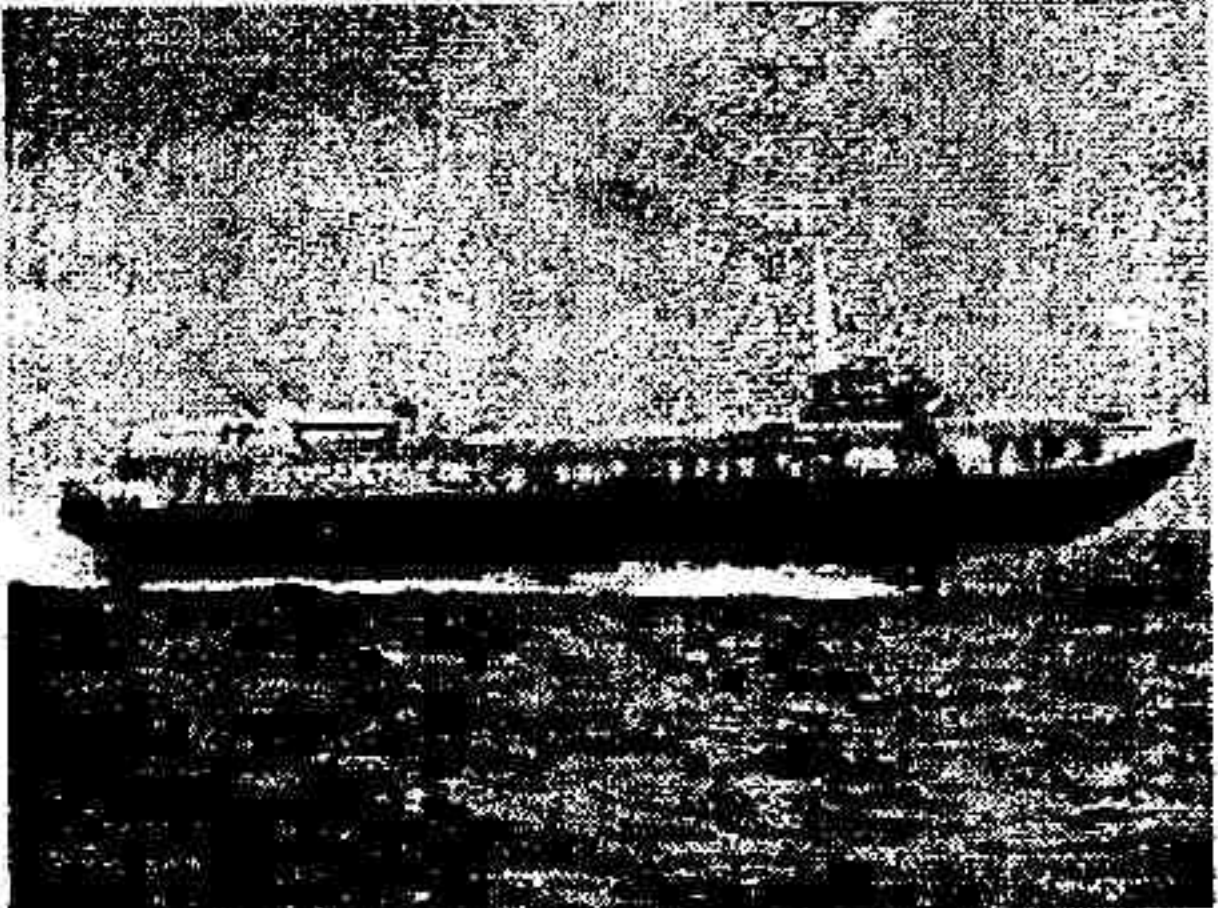
INVESTIGATIONS' PROGRESS

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

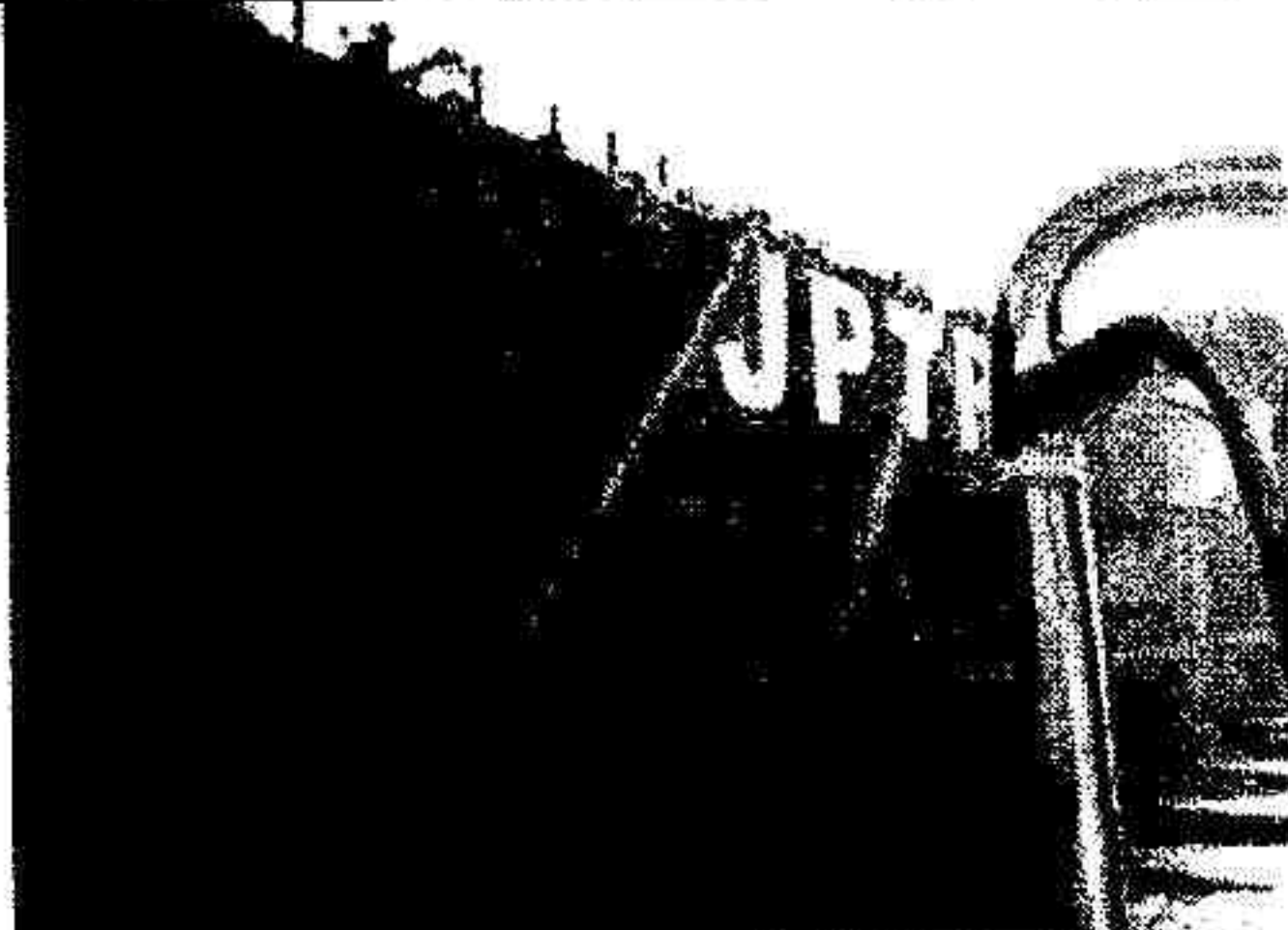
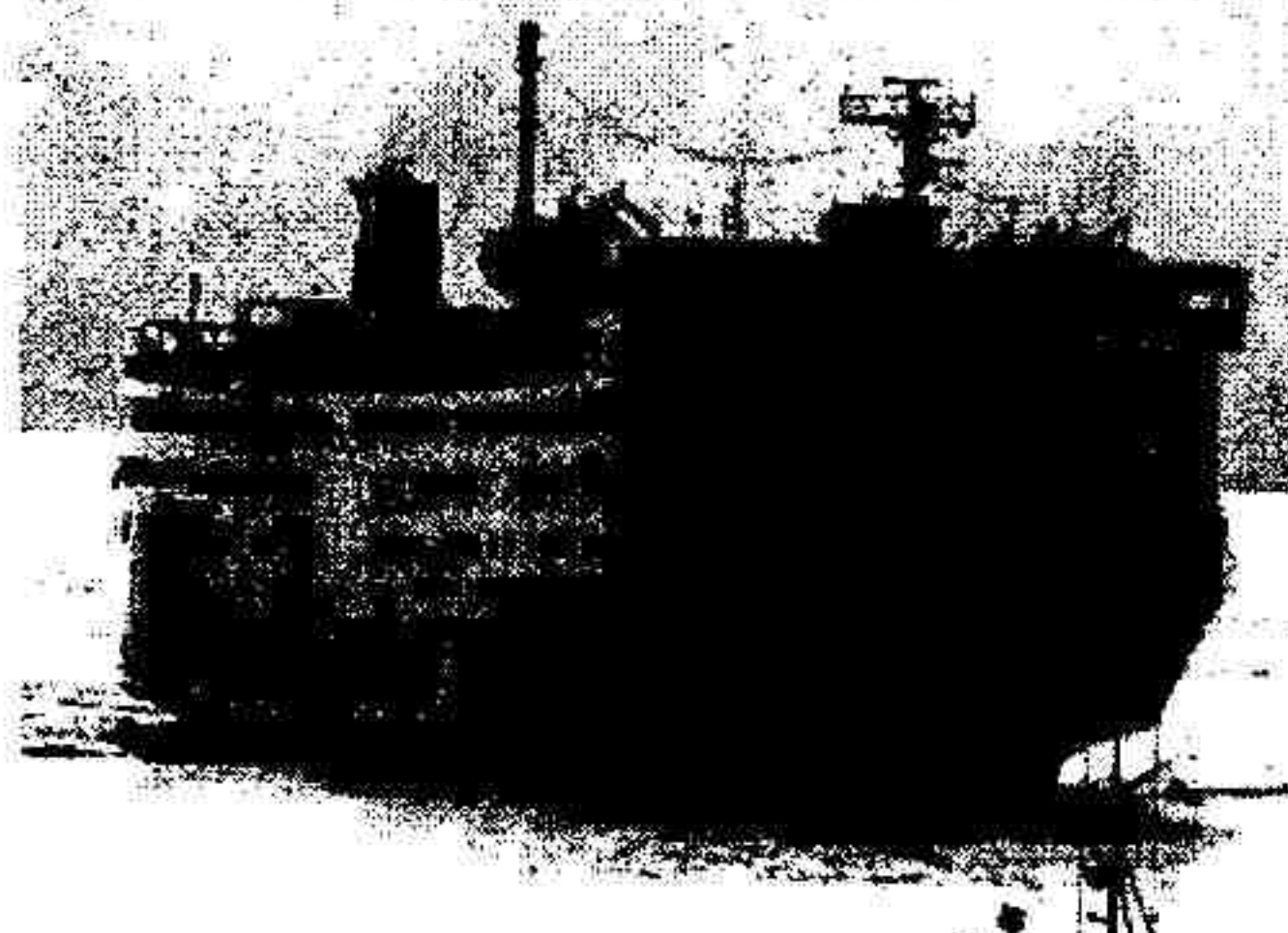
INVESTIGATIONS' PROGRESS (2013)								
Last update: 28-11-2014			INVESTIGATION PROCESS (Stages marked have been completed)					
No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENCED/ INVESTIGATION AD- HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLISH- MENT 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.					

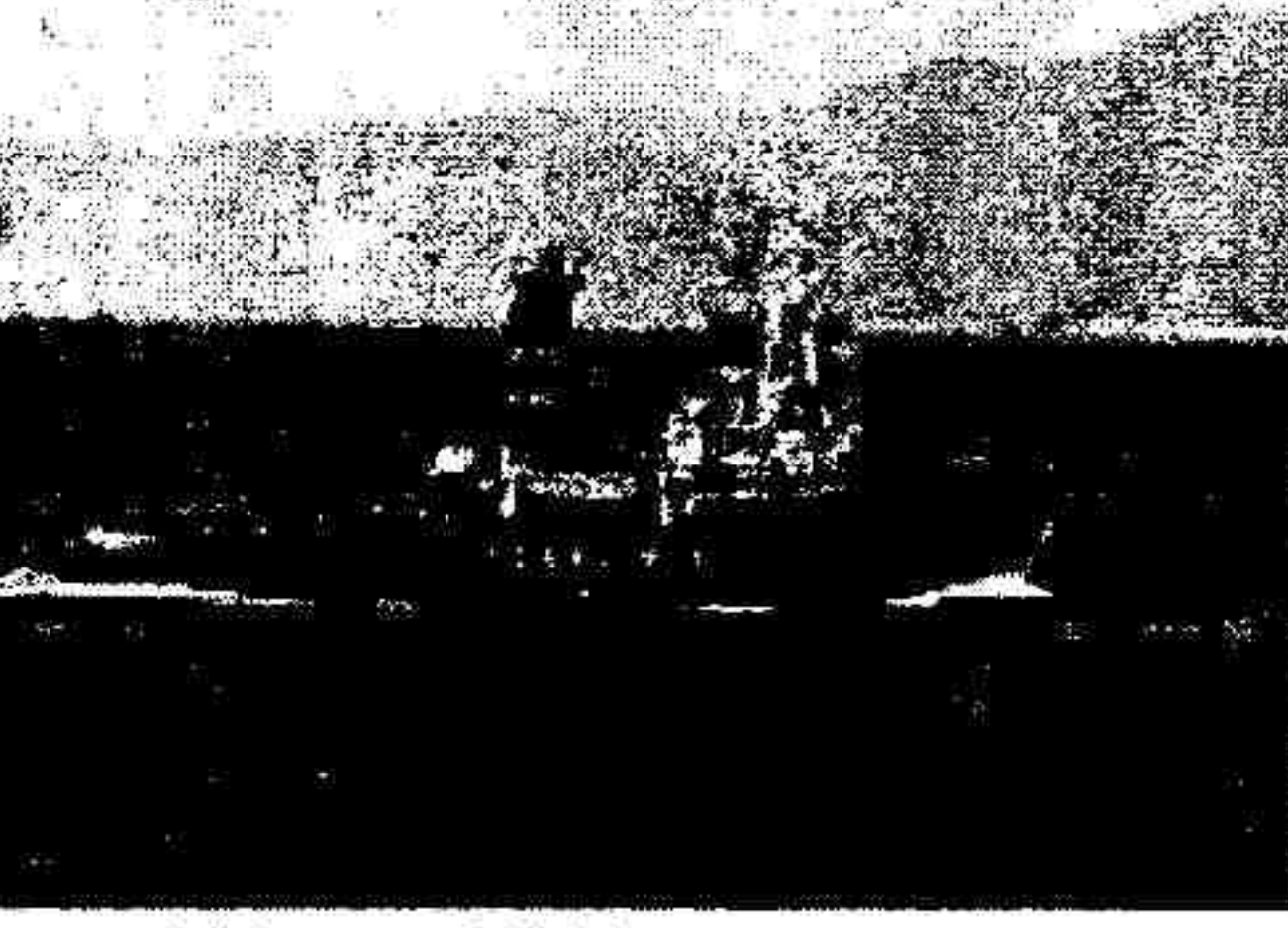
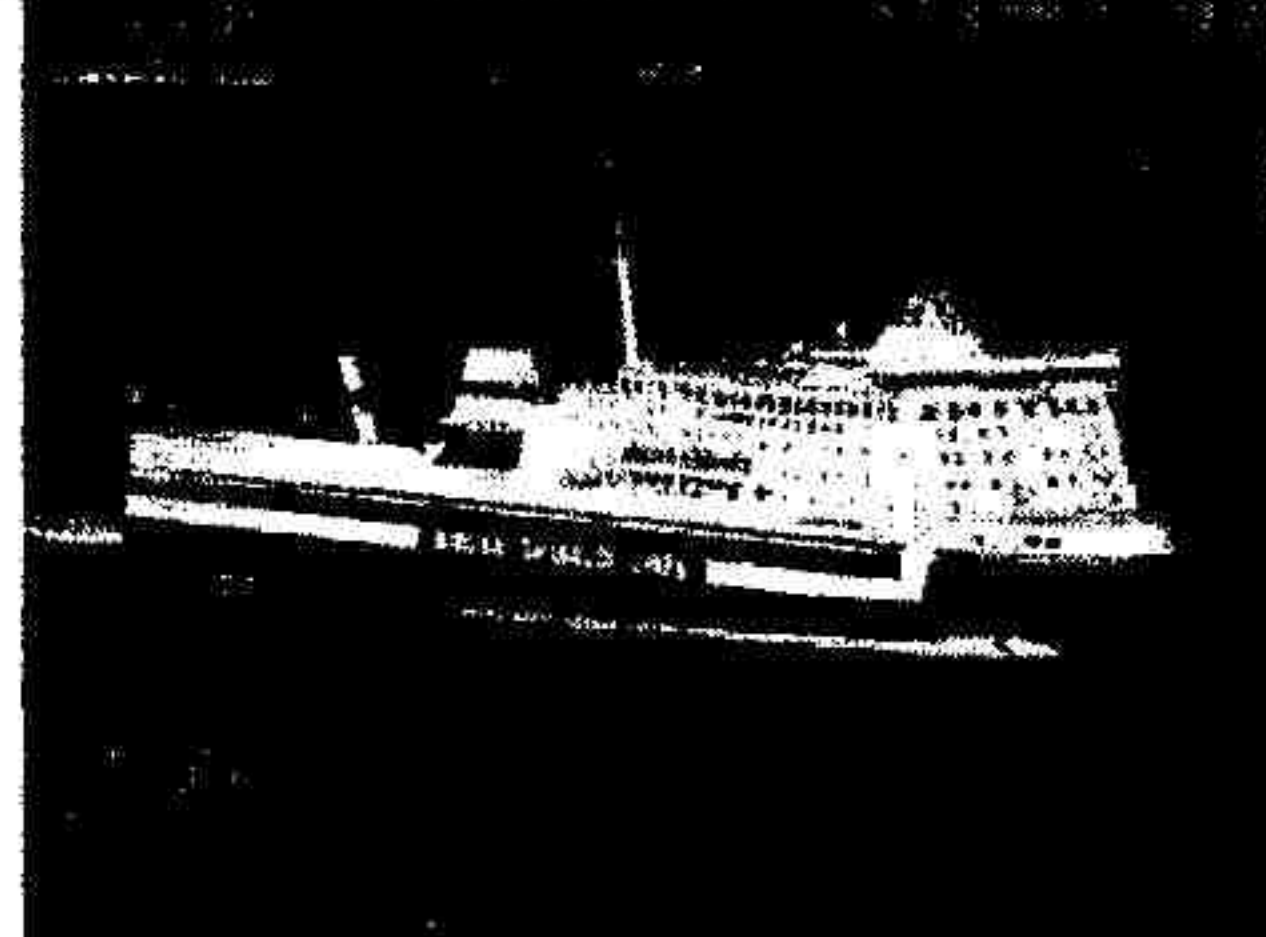
No	OCCURRENCE	DATE OF OCCURRENCE	INVESTIGATION COMMENCEMENT/ INVESTIGATORS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION ON DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
6	 COLLISION OF M/V PIRIREIS AND M/V CONSOUTH	29/4/2013	On 29 April 2013 at 04:43 M/V "CONSOUTH" 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 MANDOU DI 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 Karlovassi 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 onboarded 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/ INVESTIGATION TOPOGRAPHY	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
12	 DEATH OF 3 rd ENGINEER ON BOARD M/V CAPTAIN PETROS H	23/8/2013				On 23 August 2013, while M/V "CAPTAIN PETROS H" was at anchorage at Ponta Da Madeira, Brazil, during works for the maintenance and cleaning of vessel's Waste Oil Settling Tank, the 3 rd Engineer was covered with hot oily residuals and sustained burns at a large body area, which caused his death on 04 September 2013, while hospitalized at Sao Luis, Brazil.		☒
13	 DEATH OF VISITOR ON BOARD Ro-Pax NISOS RODOS	24/9/2013				On 24 September 2013, during the provision process of Ro-Pax "NISOS RODOS" with fresh water by a tank truck inside her garage, the co-driver of the truck slipped on his attempt to climb on top of its tank, fell on the deck and sustained severe head injuries which caused his death, according to the forensic medical report.		☒
14	 FOUNDERING OF M/V STELLA	2/11/2013				On 02 November 2013, M/V "STELLA" impacted on the rocky coast of the islet of Astakida (18 nm W of Carpathos island) and foundered near that position, approximately 30 minutes after the impact. 5 seamen managed to abandon the vessel using a liferaft and were recovered by a HCG helicopter and transferred to Rhodes island. The vessel's Master died and his body was found at a coast of Thira island on 11 November 2013.		☒
15	 IMPACT OF PASSENGER SHIP MSC MAGNIFICA ON THE DOCK	20/11/2013				While MSC MAGNIFICA was entering Piraeus port escorted by a tug, due to wind gusts her port bow impacted on the breakwater and on the concrete round red light hut. A crack on her port side over the waterline was created as well as scratches and deformations under the waterline. No injury, water ingress or pollution were reported.		☒
16	 FOUNDERING OF M/V NOUR M	11/12/2013				M/V "NOUR M" was moored at a Rhodes island port. Due to heavy weather the fore mooring lines parted and the vessel contacted continuously with the pier, which resulted to her foundering. No pollution was reported.		
17	 GROUNDING OF M/T ALIAKMON	13/12/2013				On 13 December 2013, M/T ALIAKMON grounded 1,5 nm SE of Ermoupolis port, Syros, on a sandy coast. None of the 23 crew members was injured. No water ingress or pollution was reported, either. The vessel was detached with the assistance of 2 tugs and berthed at Syros' shipyards.		

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
18	 GROUNDING OF PASSENGER-HYDROFOIL FLYING DOLPHIN XVII ON AN ISLET	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	 DEATH OF SEAMAN ON BOARD C/V EVER URBAN	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/ COMMENT/ INVESTIGATIONS AD HOC	COLLECTING DATA	ANALYSIS	REPORT PRODUCING (DRAFT)	CONSULTATION OF DRAFT REPORT/ PUBLICATION OF FINAL REPORT	INTERIM REPORT*
1	 GROUNDING OF C/V YUSUF CEPNIOGLOU ON MYCONOS	8/3/2014				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.		
2	 DEATH OF TECHNICIAN AFTER FALLING OVERBOARD PASSENGER-LAUNCH "DRAKON TAXIARCHIS"	11/4/2014				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.		
3	 FOUNDING OF M/V AGIA MARINA	24/4/2014				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.		
4	 EXPLOSION ON BOARD M/V NAKHODKA	26/4/2014				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 1st Engineer and 3rd Engineer. The fire was extinguished by a Fire Brigade squad. The 1st Engineer died on 23 May 2014, at the hospital where he had been transported.		
5	 GROUNDING OF Ro-Pax PREVELIS ON ISLET	3/5/2014				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.		

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	 EXPLOSION ON BOARD FLOATING SEPARATOR TASOS II	17/6/2014					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.	
7	 DEATH OF SEAMAN ON BOARD TUG BOAT MEGAS ALEXANDROS	25/8/2014					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.	
8	 GROUNDING OF M/V INCE INEBOLU ON ASTYPALAIA	5/9/2014					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.	
9	 GROUNDING OF Ro-Pax EUROPALINK ON ISLET	21/9/2014					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.	

*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

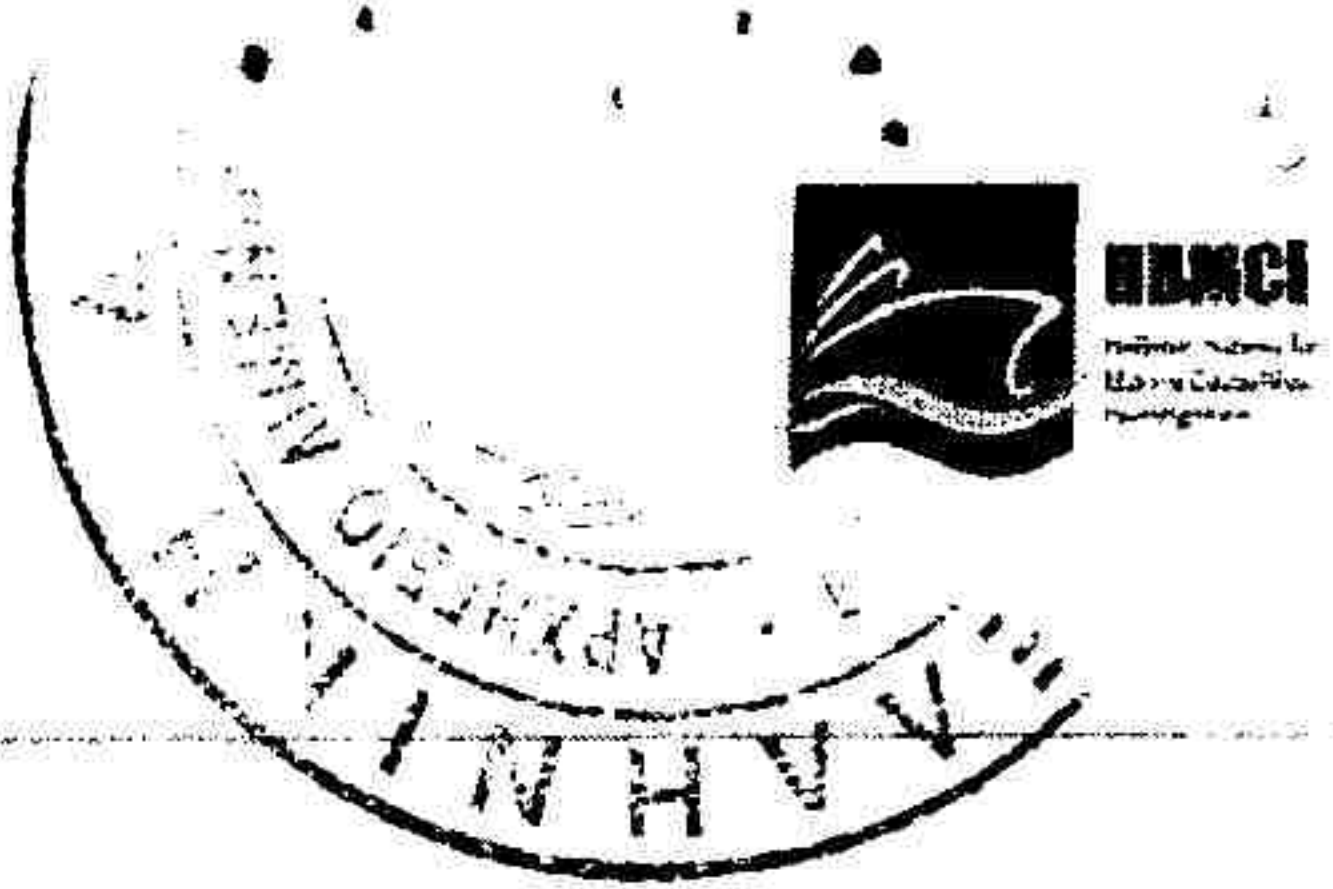
(Until 30-11-2014)

FLAG OF SHIP (Casualties under investigation)



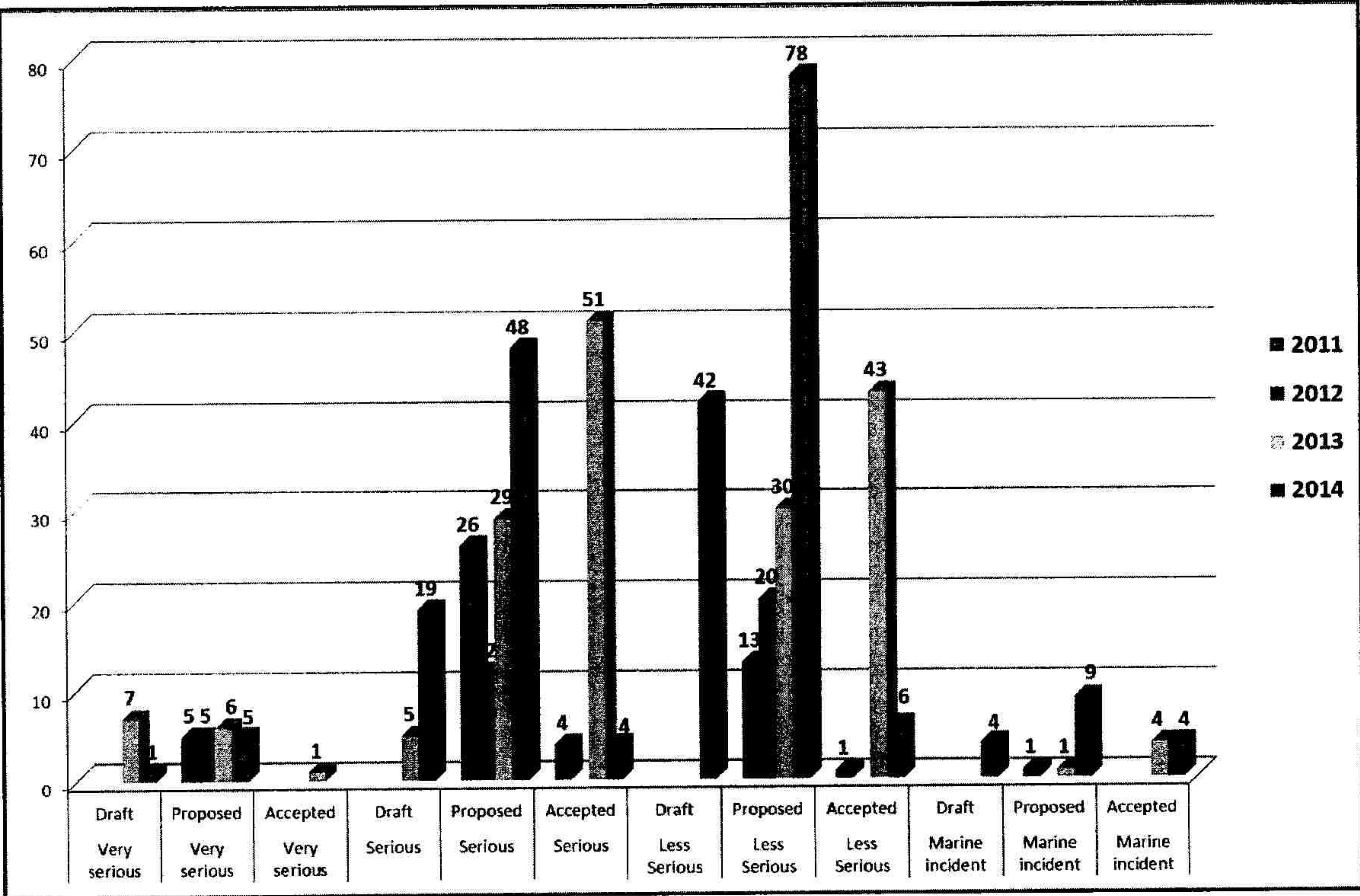
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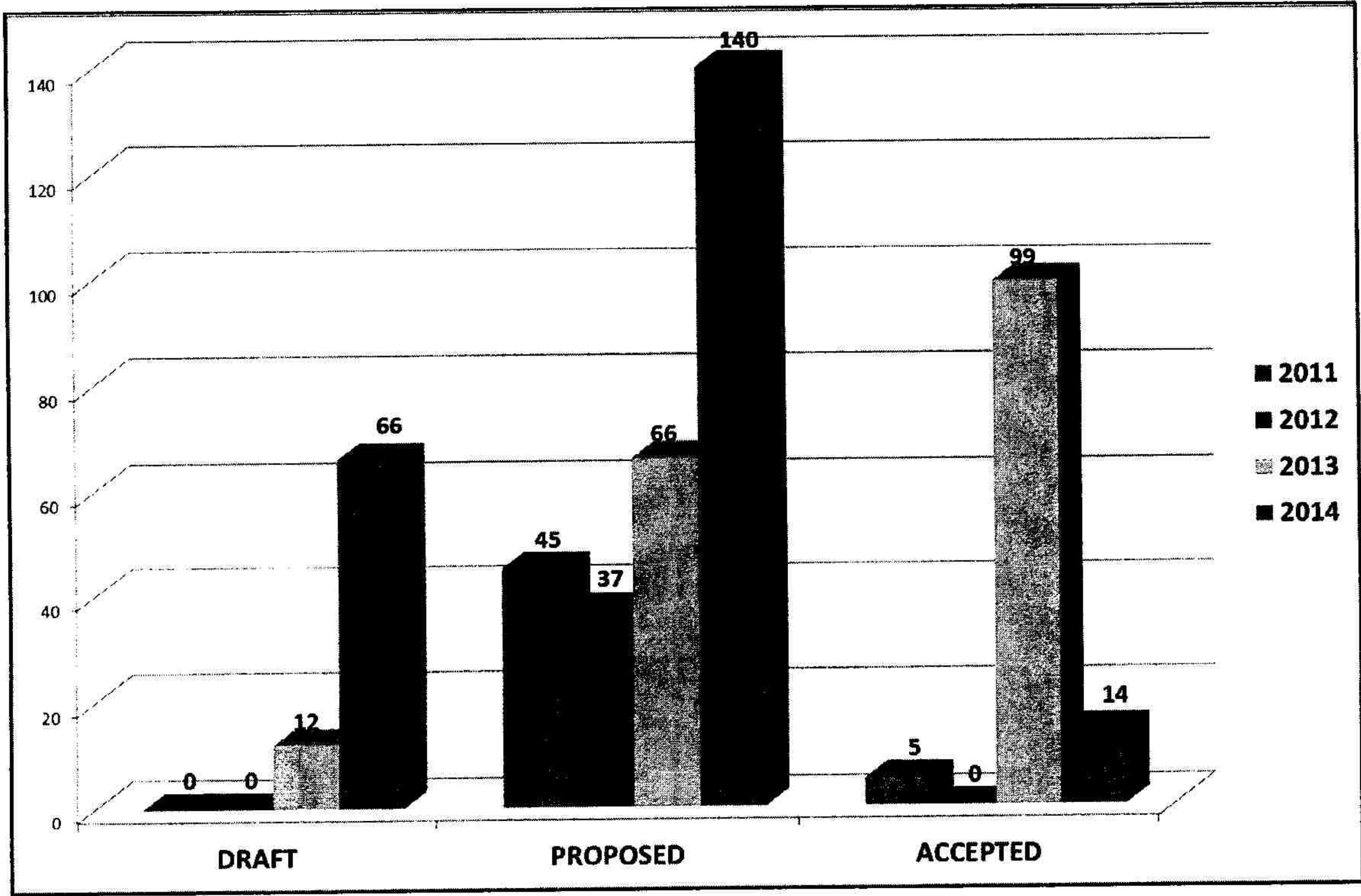


HBMCI's EMCIP POPULATION

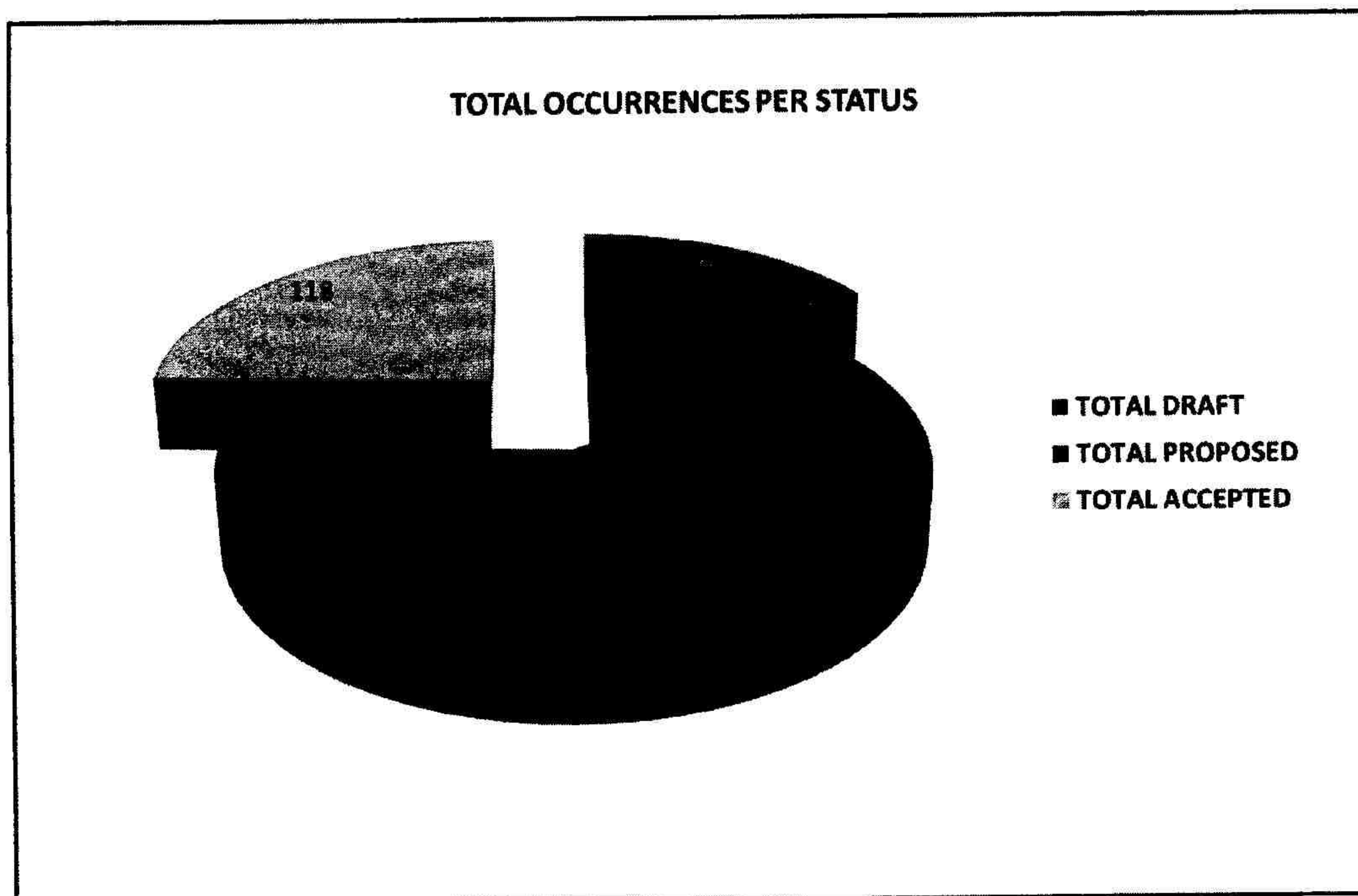
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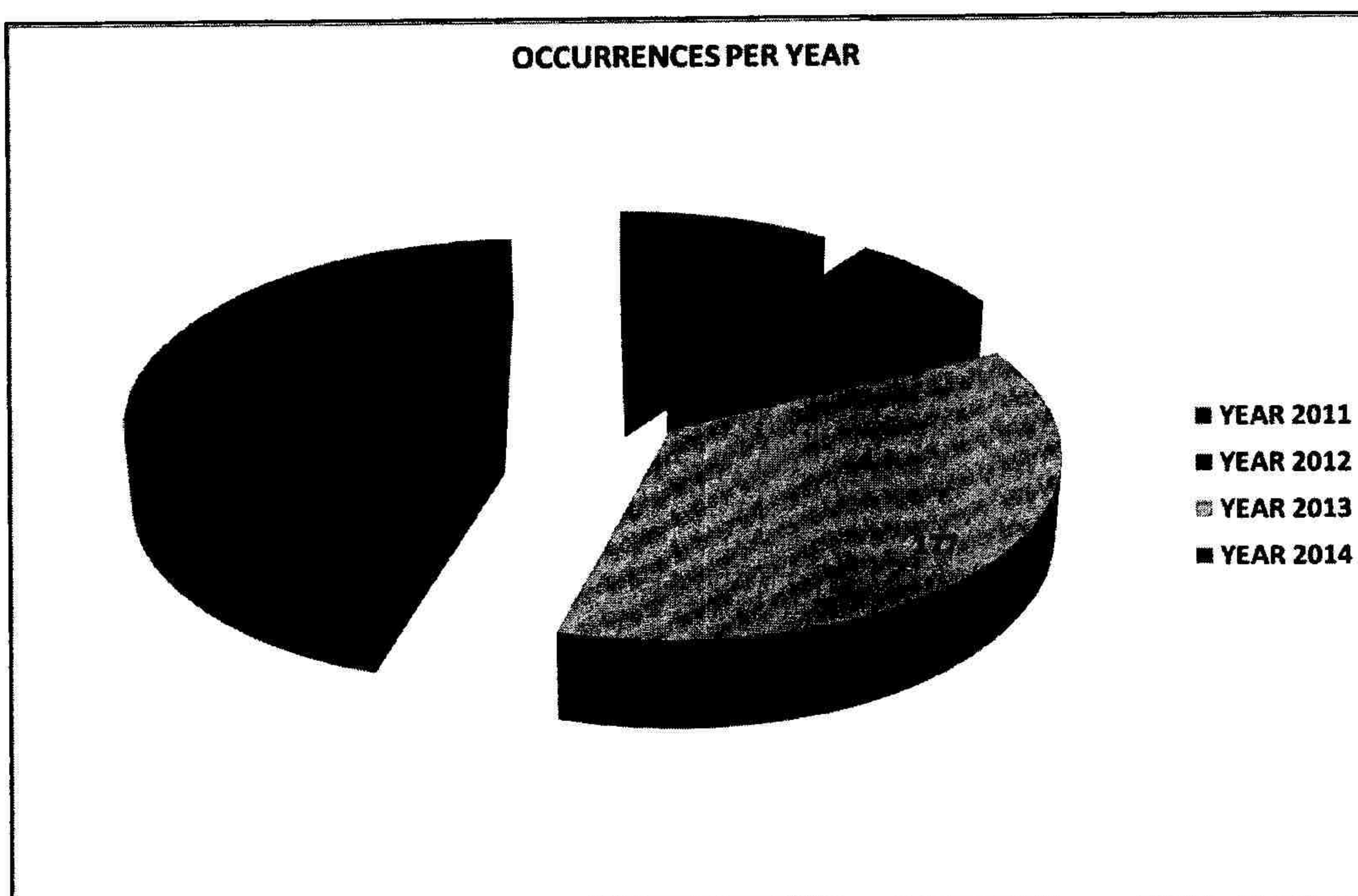
Graph 1: Number of Status – Severity of Occurrence per year



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

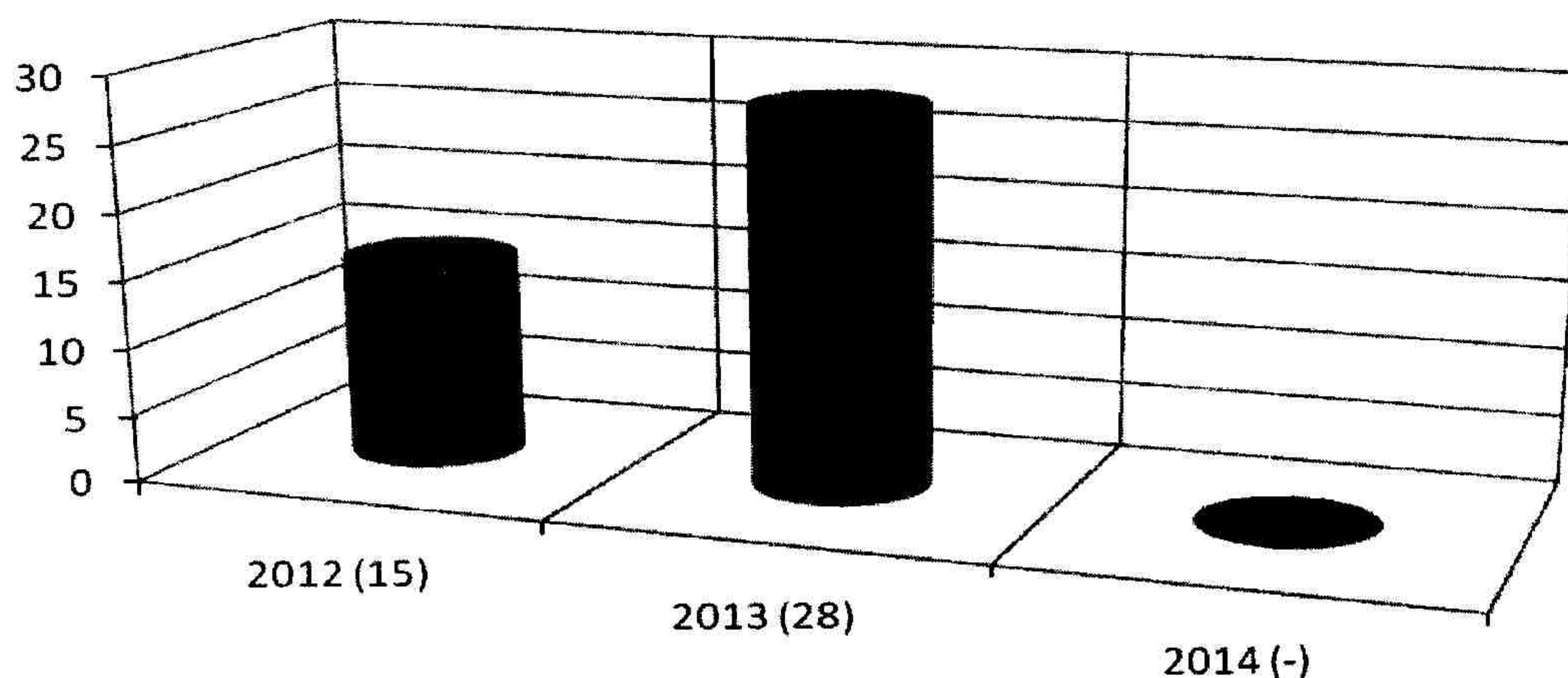
Safety Recommendations are issued to promulgate the lessons from accidents investigated by the HBMCI, aiming to improve the safety of life at sea and the avoidance of future accidents. The issue of a recommendation shall in no case create a presumption of blame or liability.

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:

