INTERIM REPORT

MARINE ACCIDENT SAFETY INVESTIGATION
GROUNDING of M/V “CABRERA” Antigua & Barbuda Flag, IMO 9191955
on rocky coast North of Andros Island - Greece

Very serious marine accident
December 2017

HBMCI conducts the safety investigation of issued marine casualty as the Lead Investigating State. 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 accident. 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 (UTC +2h) unless otherwise stated.

Marine accident synopsis

On the morning hours of the 24th December 2016, M/V CABRERA was en route to Tornio, Finland having departed the previous day from the port of Larymna, Greece with 09 crew members on board, loaded with 3278.171mt Ferronickel granules in bulk. At approximately 00:50, while the 3rd Officer carried the 00:00-04:00 navigational watch being alone on the bridge, since no lookout was posted during the watch, the M/V grounded at a full speed of approximately 10 kn, on the rocky coastline at the North coast of Andros Island, Greece, in position lat: 37° 59',6846’ N, long: 024° 45',4639’ E.

At the time of the marine casualty, weather conditions were reported to be rainy with poor visibility, wind force 7-8 Bft, NNE, the sea was rough and it was dark. CABRERA grounded on a rocky sea bottom and her bottom hull was severely damaged. Her starboard side was also breached by the steep rocks which extended from the bottom up to over the ship’s overall height. Her sole cargo hold was breached and flooded with sea water, as well as her engine room compartment.

Two members of her crew were slightly injured due to their fall following the impact however none was hospitalized. Pollution to the sea area and the coastline by the vessel’s bunkers was reported.

Emergency response actions
Following the accident the ship broadcasted a distress call and the Master contacted the local VTS Authority via VHF to report the situation and ask for assistance. The grounding was reported to Piraeus JRC, which undertook the SAR operation.

CABRERA’s lifesaving equipment was not used by her crew as the free-fall lifeboat and one of the two inflatable liferafts located on the starboard side were facing the rocky coastline, whereas the port inflatable liferaft was released by itself and fell into the sea, following the ship’s heavy rolling while impacting continuously against the rocks, and remained floating, attached to the riggings by the painter line.

All crew members were rescued by a Hellenic Navy helicopter which arrived at the area in less than one hour after the grounding and were transferred to Marathonas, Attica from where they were in turn transferred to local hospitals for medical evaluation. During said medical evaluation, crew’s blood samples were analyzed and high concentration of alcohol was found in 3 of them: the Master’s, the Chief Engineer’s and the 3rd Officer’s who was the OOW during the grounding.

Actions following the marine accident

M/V CABRERA remained grounded for approximately 6 days following the accident and was completely submerged on the 30th December 2016. Antipollution operations were carried out for a long period after the marine accident and until the aft part of the shipwreck was completely removed from the sea bottom on 23rd October 2017 by the salvage company. Ship’s remaining cargo was also removed by 9th November 2017.

HBMCI’s actions following the marine accident
The HBMCI launched a safety investigation into the aforementioned marine casualty. After the ship’s foundering her VDR capsule was retrieved by a diving team and delivered to HBMCI’s premises. The FRM’s data were properly extracted following a cooperation between HBMCI and MAIB, at MAIB’s premises at Southampton, UK.

Based on the findings of the investigation process, including the VDR data, it was evident that the OOW had shown a total disregard to relevant orders and instructions of the Company’s Safety Management System and was not monitoring the vessel’s tracking positions in relation to the voyage plan. Additionally it was revealed that the BNWAS was turned off.

Apart from the OOW, the Chief Officer who had entered the bridge approximately 10 mins prior to the grounding and while CABRERA had long before passed the NW of Andros Island WAY POINT, without altering the course, failed to perform a proper assessment of the ship’s route and take proper actions to bring the vessel back to the planned course and avoid the casualty.

The Company’s alcohol policy was also disregarded prior to the accident by 3 of CABRERA’s Officers, including her Master.

Investigation

The safety Investigation and analysis has highlighted contributing and underlined factors that resulted in the examined very serious marine casualty. Such factors include in random order poor navigation, poor bridge performance, disregard of company’s alcohol policy, poor use of bridge equipment and others as will be listed 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. The final safety Investigation report will subsequently be issued following the consultation period.
### Factual Information

<table>
<thead>
<tr>
<th>Ship Particulars</th>
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<tr>
<td>Name</td>
<td>CABRERA</td>
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#### Voyage Particulars

- **Date of departure**: 23 December 2016 Larymna, GREECE
- **Trading Area**: International Voyages
- **Cargo on board**: 3278.171mt Ferronickel granules in bulk.
- **Crew on board**: 09

#### Marine Casualty Information

- **Date & time**: 24 December 2016 at 00:50 (LT)
- **Type of marine casualty**: Very serious marine casualty
- **Weather & environmental conditions**: Rainy—Wind force 7-8 Bft NNE — sea state rough — visibility poor
- **Location of casualty**: North coast of Andros island, Greece – Lat.: 37° 59.68 N – Long.: 24° 45.46 E
- **Damages to ship and cargo**: The vessel’s hull was severely breached and she was flooded with sea water, causing her foundering on 30th December 2016. 2019.311 mt from the total of 3278.131 mt of the cargo was retrieved by 09th November 2017.
- **Fatalities/injuries**: None
- **Marine pollution**: The sea area and the coastline of North Andros was affected by the ship’s bunkers

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**M/V CABRERA**