



INTERIM REPORT

Art. 16.2 Law 4033/2011 (art. 14.2 Directive 2009/18/EC)

MARINE CASUALTY SAFETY INVESTIGATION

Impact of Cruise Ship "MSC Magnifica" on the breakwater at Piraeus' Port Entrance

**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).
- 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 20th of November 2013 that led to the serious marine accident.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

Serious marine casualty

November 2014

HBMC I conducts the safety investigation of issued marine casualty as the Lead Investigating State in cooperation with the respective Authority of Cook Islands. 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. Names of vessels are referred in alphabetical order. All times quoted are vessels' times (UTC +2) unless otherwise stated.

Cruise Ship MSC MAGNIFICA

The MSC Magnifica is a cruise ship under Panama flag built in 2008, mostly operating in the Mediterranean Sea. On 20th November 2013 MSC Magnifica was approaching Piraeus Port one of her standard destinations during her round cruises having departed from Mykonos Island post midnight hours, with a crew of 976 and carrying 2.469 passengers.

Marine casualty synopsis

On 20 November 2013 according to MSC Magnifica Log Book at approximately 05:00 engine room was notified by the bridge for approaching Piraeus Traffic Separation Scheme. At approximately 05:30 Master came on the Bridge and took over the Conning.

According to the weather bulletin issued by the National Meteorological Service at 24:00 (22:00 UTC) prevailing winds were South force 4 bfrs to Southwest force 5 bfrs. Moreover there was a notice drawing the attentions to Mariners that wind gusts can be 40% stronger than those given in the bulletin and max wave height up to twice the significant. It was also reported that probable thunderstorms were locally expected.

At 06:12 Stand by with Engines was ordered as Magnifica was approaching Piraeus Port entrance. At approximately 06:25 Pilot was on board and Magnifica was heading towards the entrance having a width of 255 m.

At approximately 06:18 MSC Magnifica was keeping a course close to 003° yet continuously altering to starboard due to her maneuvering at a maneuvering speed of approximately 5 knots, almost 0.65 nm and 215° off the green light of port entrance; wind speed according to ship's recordings was close to 22 knots with direction between 130° to 140° and it was still dark. At that time tug Alexander was escorting Magnifica near her stern. While MSC Magnifica was on course entering the port and her starboard bow was less than 500m off the green light of port entrance at a speed close to 5 knots the wind gusted to 39 knots with direction between 140° to 167°.

MSC Magnifica port bow started drifting rapidly towards the red light breakwater. Master took counteractions in order to avoid the imminent contact while escorting tug tried to push her port aft quarter away from the breakwater. At approximately 06:29 her port bow section impacted on the breakwater and on the concrete round hut red light which was actually detached and fell into the sea.

MSC Magnifica suffered structural damages on her port side and more specifically crack was reported over the waterline and scratches and deformations under her waterline. Having entered the port Magnifica proceeded with the mooring plan and was in berthing position at approximately 06:47. Mooring procedure was completed at 07:00.

No injuries to crew or passengers were reported as well as no water ingress or pollution. Passengers followed the planned activities' schedule. Port State Control Office of Piraeus Coastguard Authority inspected the vessel and her departure was sustained until inspected by her Class. MSC Magnifica underwent repairs to damaged areas and following inspection by her Class departed port of Piraeus at morning hours on 21 November 2013 following her planned cruise voyage.

Investigation	Final safety Investigation Report
<p>The safety Investigation and analysis conducted has highlighted several contributing and underlined factors that caused the examined marine accident. Such factors include in random order environmental conditions, poor judgment, lack of evaluation of prevailing weather conditions, lack of risk assessment and others as will be reported in the Final Report.</p>	<p>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.</p>

FACTUAL INFORMATION

SHIPS PARTICULARS

Name	MSC MAGNIFICA
Flag	Panama
Registry	12147F
Ship's type	Passenger Ship (cruise)
IMO	9387085
Call sign	3FL04
Length OA	293,8 m
Breath OA	37.05 m
Year of built	Completed January 2010
Shipyard	STX Europe AS Saint Nazaire France
Construction	Steel
Gross Tonnage	95.128
Net Tonnage	66.135
Engine / Power /Speed	5 x 11,6 Mw Diesel Generator (Wartsila) 2 x 17,5 Mw Propulsion Motor Generator (Converteam)
Classification Society	Bureau Veritas
Minimum Safe Manning	-

Voyage Particulars

Date of departure	20-11-2013, Mykonos Greece
Trading Area	International Voyages
Passengers on board	2.469
Crew on board	976

Marine Casualty Information

Date & time	20-11-2013 , approx. 08:00 (UTC +2)
Type of marine casualty	serious marine casualty
Weather & environmental conditions	Wind force S - SW 4-5 Bf sea state moderate - good visibility
Location of casualty	Piraeus Port entrance, Greece
Damages to ship	Cracks over the waterline on port side Deformations and scratches under the waterline on port side
Fatalities / injuries /pollution	No

MSC MAGNIFICA



Piraeus Port Entrance



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