



# INTERIM REPORT

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

## MARINE ACCIDENT SAFETY INVESTIGATION

### FATAL INJURY OF A CREWMEMBER ON BOARD M/T "RIZOPON"

**Very serious marine casualty**

**OCTOBER 2019**

**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.

HBMCI conducts the safety investigation of issued marine casualty. 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. All times quoted are local times unless otherwise stated.

#### M/T RIZOPON

M/T RIZOPON is a 22.181 tons oil tanker, under Greek flag and was launched in 1999. By the time of the examined marine accident she was on a chartered voyage and crewed with 24 seafarers, including the Master. Her last charging port was Sarroch in Italy and she was bound to Libya.

#### Marine Accident Synopsis

On the 30th of September 2018 at 19:00 M/T "Rizopon" arrived at the port of Zawia (Libya), loaded with 25009.336 MT unleaded gasoline. Upon vessel's arrival, she was instructed by the Local Port Control Authority to drop anchor and to wait her turn for mooring.

On the 2nd of October 2018 at 09:05, M/T "Rizopon" was instructed to proceed under pilot assistance to one of the discharging mooring buoys and more specifically Conventional Buoy Mooring No.2, (monobuoy system), in order to commence the discharging operations. The vessel was safely moored at 12:18 and started the retrieval of the two (02) floating hoses from the sea surface which was completed at 15:00. Discharging operations commenced at approximately 15:25.

On the 3rd of October 2018 at 02:30, while discharging operations were in progress, the Master observed that, the weather conditions were deteriorating, so he decided in consultation with the Loading Master to call off the cargo operations and leave the C.B.M.

The Loading Master informed the Terminal and the Master instructed the crew respectively in order to stop the discharging operation, disconnect and release the two (02) cargo hoses and to set the vessel's engine in standby mode.

At 02:45, the 2nd Officer on duty, the Bosun and five (05) crewmembers started the hose disconnection, under the loading Master's guidance. The first discharging hose was disconnected and released uneventfully into the sea.

At 03:12 the second hose was disconnected from the manifolds and hoisted by the vessel's crane. By that time, two (02) ABs were releasing the securing ropes from the vessel's rail and the crane operator (Bosun) was ready to lower the cargo hose into the sea.

Suddenly, the anchoring point of the disconnected cargo hose where the ship's sling was secured to hoist the hose, parted. Due to the fact that the hose head is the heavier part of the hose, where the valve and blind flange are fitted, it bended and felt uncontrolled onto the manifolds passage way.

The falling cargo hose struck heavily on the helmet and practically on the head of the AB that was positioned between the manifolds and the rails and was assigned to release the securing rope causing fatal injuries. He collapsed unconscious on the deck.

The Master immediately informed the local Port Authorities and requested medical assistance. Following, it was assessed that the casualty was not responding and had no vital signs.

At 13:12 the Local Authorities and a medical team boarded the vessel.

The medical team confirmed the death of the AB and his body was transferred ashore.

#### 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 3rd of October 2018 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 analysis of the evidence and information collected in under process, in order to determine the conditions and the contributing factors that led to the examined very serious marine casualty.

Such factors may include, poor judgment; inadequate risk assessment.

#### 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.



**Marine casualty  
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## FACTUAL INFORMATION

### SHIPS PARTICULARS

Name	RIZOPON
Flag	GREEK
Port and number of Registry	PIRAEUS 12140
Ship's type	OIL TANKER
IMO	9167148
Call sign	SVBQ5
LOA	171,2 m
Breadth	27.40 m
Year of built	1999
Shipyard	GUANGZHOU INTERNATIONAL SHIPYARD
Construction	Steel
Gross Tonnage	22.181 Tons
Net Tonnage	9.503 Tons
Engine / Power	ONE DALIAN MARINE DIESEL / 7.150 KW
Classification Society	Lloyd's Register
Minimum Safe Manning	11

### Voyage Particulars

Last port of call	SARROCH (ITALY)
Trading Area	International Voyages
Cargo on board	UNLEADED 95 GASOLINE (25009.336 MT)
Crew on board	24

### Marine Casualty Information

Date & time	03/10/2018 at 03:15 LT
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	CLOUDY-GOOD VISIBILITY, NNE WIND DIRECTION 7 bf ,NIGHT TIME
Location of casualty	ZAWIA (LIBYA) - CBM No.2 LAT: 32 48,11 N/LONG:012 42.67 E
Damages to ship	None
Fatalities / injuries / pollution	One crewmember (A/B) Filipino nationality /none/none

