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.

The 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.

### Marine accident synopsis

M/V SAFFET BEY under Turkish Flag a RO-RO cargo vessel engaged on international trade. On the 1st of September 2016 at approximately 22:40, she had sailed from Trieste/Italy loaded with 119 semi-trailers heading to Cesme / Turkey, with 22 crew members plus 4 passengers (2 truck drivers and two members of the Master’s family). The vessel was operating under the same circle route between ports of Cesme and Trieste. Consequently her voyage plan projected on her navigational charts included the same repetitive passages that are usually followed by vessels trading between ports of the Adriatic Sea, Ionian and Aegean Sea. According to her voyage plan she would gradually reach and pass through Ak. Tainaro located in the South West coast of Peloponnesian peninsula, and would progressively head North East through South Aegean Sea passing South of Nissos Serfios and Nissos Mykonos before finally reaching Cesme.

On the 3rd of September at approximately 19:45 the Master arrived on the bridge to take over the navigational watch (20:00-24:00). The watch handover was carried out without any particular navigational remarks, steering was in Autopilot with heading 119°, speed was about 15,6 knots and a look out was posted on the bridge. At that time the vessel was crossing Kithira Sea heading to her next way point located south of Ak. Tainaro, where according to the vessel’s passage plan an alteration of course should take place. At approximately 21:40 SAFFET BEY reached her next way point where the course was altered to 84° so as to follow a safe passage of the strait, between Nissos Eiafsonos and Nissos Kithira.

At that time the Master acquired two vessel targets on the ship’s ARPA radar coming from the opposite direction, one of them being not under command, so he decided to alter the vessel’s course to 88°, in order to keep a safe distance from them. After clearing the targets at approximately 22:40, the Master set the Autopilot to 80°, in order the vessel to head back to the planned course (84°). At approximately 23:00 the Master checked vessel’s position which was found to be right on the planned route. After that time the Master has not monitored the vessel’s passage and consequently did not altered the vessel’s course to 98° when SAFFET BEY reached her next way point (WP 48°, pos. 36°24, 4N 022°56,9E) at approximately 23:05. According to AIS and VDR information the selected course, of 80°, once set to the autopilot, was maintained during Master’s navigational watch until the vessel’s grounding. During that time the Master was distracted with a conversation he had with his wife and daughter who were at the navigation bridge. However this information could not be verified, as the VDR data set did not include audio for the bridge area. The Bridge Navigational Alarm System (BNWAS) had been deactivated by the Master during his watch, and the posted look-out had been relieved from his duties before 23:00, due to stomach disorders without a substitute to be called.

At approximately 23: 37 SAFFET BEY grounded on the rock coastline at the sea area near Profitis Ilias, Neapolis, Greece. At the time of the casualty the weather conditions were reported to be good (wind force ENE 4-5 bfrs, sea state moderate with very good visibility). The marine accident was not reported to the Greek Authorities by the Master and the Coast Guard Authority was notified around 23:45 by a citizen who wake up from the strong noise caused by the vessel which grounded a few meters from his house. Due to the heavy impact on the rocky coastline, several compartments of her bow section were damaged at several places longitudinally. More specifically the damages were reported to be hull plating being distorted/buckled and perforated at fore peak tank, collision bulkhead, withy tank No.1 and No.1 starboard and port bottom ballast tanks. Measures were taken by the Coast Guard Authority and the vessel’s company for preventing marine pollution. No injuries and no pollution was reported. Following the casualty an underwater and internal hull inspection was carried out. On the 7th of September 2016, SAFFET BEY was refloated with the assistance of tug boats following temporary repairs according to the salvage plan prepared by salvors and anchored at Vatika bay, south of Neapolis.

On the 9th of September 2016 SAFFET BEY was detained after a Port State Control (PSC) inspection was carried out which recorded 26 deficiencies. Finally on the 17th of September 2016 after a re-inspection by the relevant Port State Control Authority and with the consent of the vessel’s Flag and Class, SAFFET BEY sailed under favorable weather conditions, from Neapolis anchorage to Cesme for unloading and subsequently to Tuzla for permanent repairs, escorted by a tugboat.

### Investigation

The undergoing safety investigation and analysis has highlighted contributing and underlined factors as presented in random order:
- Loss of situational awareness;
- Poor bridge performance;
- The Bridge Navigational Alarm (BNWAS) was switched off;
- Absence of a posted look out during night watch
- Insufficient use of the Navigation equipment

and others as will be included in the Final Report.
FACTUAL INFORMATION

SHIPS PARTICULARS

Name | SAFFET BEY
Flag | TURKEY
Registry | INSTANBUL
Ship’s type | RO-RO CARGO
IMO | 8417118
Call sign | TCUZ
LOA (M) | 163,80
Breath (M) | 23,50
Year of built | 1987
Shipyard | DANYARD FREDERIKSHVAN/DENMARK
Construction | STEEL
Gross Tonnage | 19689
Net Tonnage | 9257
Engine / Power | 1 MAK TYPE 6M 601/9000BHP/6615KW
Classification Society | LLOYDS REGISTER
Minimum Safe Manning | 17

Voyage Particulars

Date of departure | 01-09-2016
Trading Area | TRIESTE-CESME
Cargo on board | TRUCKS / SEMI TRAILERS
Crew on board | 22 PLUS 4 PASSENGERS

Marine Casualty Information

Date & time | 03-09-2016 at 23:37 LT
Type of marine casualty | SERIOUS MARINE CASUALTY
Weather & environmental conditions | ENE 4-5 Bfrs EAST of 23.00 NE 5-6 Bfrs then quickly NE 6-7Bfrs
Location of casualty | LAT.36° 26' 08"N – LONG. 23° 06' 40' E
Indicative damages to ship | EXTENDED STRUCTURAL DAMAGES AT FORE SECTION
Fatalities / injuries | None
Marine pollution | No