



INTERIM REPORT

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

MARINE CASUALTY SAFETY INVESTIGATION

FATAL INJURY OF A CREW MEMBER ON BOARD RO/PAX "AF-CLAUDIA "

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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 25th of April 2025 that led to the "very serious marine casualty".
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

Very Serious marine casualty

APRIL 2026

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 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 Local Times (UTC +3).

Marine casualty synopsis

On the 25th of April 2025 at approximately 00:38 hours, during ongoing unloading operations, a crewmember was fatally injured, while disembarking from the vessel's stern ramp. The incident occurred when a crewmember from the hotel department was struck and run over by a semi-trailer connected to a tugmaster tractor, which at that time was exiting the vessel by her stern and was moving in reverse. At the time of the casualty the unloading operation was near completion and the vessel was almost unloaded. The weather conditions were good with moderate winds up to 4 bft.

Ro-Pax "AF CLAUDIA "

AF CLAUDIA is a 24.418 GT Ro-Pax Cargo ship, flying the flag of Italy and registered with RINA Class, built in 2001 in Italy, constructed with a four (4) car deck arrangement. She is equipped with a single loading stern hydraulically driven ramp, fitted on her no. 3 garage deck (main deck). During the casualty period, she was trading in the Mediterranean region conducting round voyages between Italy and Greece calling at Italian ports and the Greek ports of Patras and Igoumenitsa.

The involved truck

The tractor involved in the casualty was a Terberg RT282 model which was a heavy duty 4x4 tugmaster tractor designed for Ro/Ro (Roll-on/Roll-off) operations. It was equipped with a Mercedes OM906LA 6.4L diesel engine. The assigned operator was holding the respective driving license according to the national legislation.

The Casualty

On the day of the casualty AF CLAUDIA arrived at Patras roads (New Port) at 23:00 hours from Igoumenitsa and berthed at Dock "C". Cargo operations commenced immediately upon berthing and the unloading operation of the vehicles initiated after the disembarkation of the passengers.

The involved in the casualty tugmaster tractor was scheduled to unload company's semi-trailers that were stowed in main garage on Deck 3 and in the lower garage on Deck 1. After completion of unloading the semi-trailers on Deck 3 the truck headed to Deck 1 in order to unload the remaining semi-trailers.

At approximately 00:38 hours, the casualty entered in Deck 3 garage space from the port side door situated at the middle of the deck in order to go ashore as the vessel would stay overnight in Patras port. At that time Deck 3 was completely empty. She walked in the garage space and stopped when she stepped onto the stern ramp. At that time the tugmaster tractor connected with a semi-trailer was moving in reverse from Deck 1 towards the exit, without guidance from deck crew involved to the uploading operation. The driver did not notice the crewmember who was on the stern ramp as she was standing in the blind sector of the vehicle's mirrors and was not visible. As a result, the truck struck and ran over the crewmember. The casualty was noticed by a Deck Officer who notified the Master. The local Authorities were notified and at approximately 02:00 hours her death was confirmed by the coroner who arrived on scene.

Investigation

The analysis of the evidence and information collected is under process, in order to determine the conditions and the contributing factors that led to the examined very serious marine casualty 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.



**Marine casualty
Safety Investigation
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4.1.a & 4.1.b)

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FACTUAL INFORMATION

VESSELS' PARTICULARS

Name	AF CLAUDIA
Flag	ITALY
Port of Registry	NAPOLI 592 R.I
Ship's type	Ro-Ro Passenger Ship
IMO	9243435
Call sign	IBAC
LOA (m)	186.49 m
Breath (m)	25.60 m
Year of built	2001
Shipyard	CANTIRE Navale Visentini, Italy
Construction material	Steel
DWT	7,384
Gross Tonnage	24,418
Engine / Power / Speed	TWO (02) MAN B & W 9L 48/60— / 2 X 9450 BHP
Classification Society	Registro Italiano Navale (R.I.N.A.)

Voyage Particulars

Date of departure	05/10/2016
Trading Area	International (A1 +A2+A3)
Crew / Minimum Safe Manning	70 / 32

Marine Casualty Information

Date & time	25 April 2025, 00:38 Local Time
Type of marine casualty	Very Serious marine casualty
Weather & environmental conditions	Wind Variable 3 Bf / Sea state smooth / Good visibility
Location of casualty	Patras New Port / Dock "C", Greece
Damages to ship	None
Damage to equipment	None
Fatalities / injuries	One (01) crewmember / None



AF CLAUDIA Stern section of Deck 3

