



INTERIM REPORT

Art. 16.2 Law 4033/2011 (art. 14.2 Directive 2009/18/EC)
MARINE ACCIDENT SAFETY INVESTIGATION
GROUNDING of M/V "CABRERA" Antigua & Barbuda Flag, IMO 9191955
on rocky coast North of Andros Island - Greece

Marine casualty Safety Investigation
Law 4033/2011 as amended and applies

Very serious marine accident

December 2017

(summary extract of art. 1.b, 4.1.a & 4.1.b)

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.

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.

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 JRCC, 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 railings by the painter line.

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 24th of December 2016 that led to a very serious marine accident.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

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	Final safety Investigation Report
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.	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.



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FACTUAL INFORMATION

SHIP PARTICULARS

Name	CABRERA
Flag	Antigua & Barbuda
Registry	St. John's
Ship's type	General Cargo
IMO	9191955
Call sign	V2CX5
LOA	99.98 m
Breath	16.50 m
Year of built	2007
Shipyard	Slovenske Lodenice Komarno—SLOVAKIA
Construction	Steel
Gross Tonnage	4244
Net Tonnage	2370
Engine / Power	1 x MAK 8M 32C / 3840 kW
Classification Society	DNV GL
Minimum Safe Manning	09

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 09 th November 2017.
Fatalities/injuries	None
Marine pollution	The sea area and the coastline of North Andros was affected by the ship's bunkers

M/V CABRERA

