

## Very serious marine casualty

July 2024

**Marine casualty  
Safety Investigation  
Law 4033/2011**

(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by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.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 July 2023 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.

HBMCI conducts the safety investigation of issued marine casualty as the Lead Investigation State. The content of this Interim Report is based on currently 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.

**M/V "OCEANIS"**

OCEANIS is a 161.579 gross tonnage Oil Tanker engaged in international trade. She was built in 2010 in South Korea, by Samsung Heavy Industries Koje Shipyard. At the time of the examined marine casualty she was crewed with 29 seafarers, including the Master.

**Marine Accident Synopsis**

On 25/07/2023 at approximately 16:45 LT, M/T "OCEANIS" was in the process of unmooring from a Single Point Mooring buoy (SPM) out of the port of Jisan, Saudi Arabia. On the bridge was the Harbor Pilot together with the bridge team consisted by the Master, a 2nd Officer and one AB as Helmsman. At the fore mooring station was the Pilot Assistant and the mooring team consisted by a 2nd Officer, the Bosun, 2 ABs and 1 OS.

The vessel was moored to the SPM by 2 chains (SPM lines) secured on the vessel's bow chain stoppers and the line handling was performed by the vessel's crew under the instructions of the Pilot and the Pilot Assistant. More specifically, the Pilot provided the instructions to the Pilot Assistant via a portable VHF, who relayed the instructions to the fore mooring team.

According to the facility's guidelines the unmooring procedure provided four steps, that is: a) *take the weight of the chain and hawser on the pickup rope using the windlass*, b) *disconnect chafing chain from the bow chain stopper*, c) *slowly slack the pickup rope until the support buoy is in the water and taking all of the weight of the chain* and d) *pay out the pickup line either to the mooring boat or as the ship clears the berth*. Following that, it was understood that the Starboard chain would be released first and when finished they would proceed with the port chain. Nonetheless, during the operation both chains were released and the Pilot started communicating with the Assistant Pilot in their native language which was not comprehended by the Master and the other crew members. Then the Pilot left the bridge and went to the fore mooring station to assess the situation "on the spot". The vessel was being held solely to the port chain which was not secured on the chain stopper and the Harbor Pilot instructed the shore personnel to reconnect the vessel's starboard messenger line (which is used for heaving up the pick up rope) with the starboard chain's pick up rope. He then instructed the crew to start heaving in order to balance the lengths of the starboard and port chains and then release the port chain. While heaving up the messenger line, the crew noticed the increased tension and alerted the Pilot; however he instructed the crew to continue heaving until the messenger line broke due to the extreme tension. The broken line hit the Assistant Pilot who was standing close to the line.

**Emergency Response Actions**


The injury was reported to the Master and immediate actions were taken to transfer the Assistant Pilot to the vessel's hospital with a stretcher for first aid. While being transferred to the vessel's hospital, the Assistant Pilot was still conscious. Thereinafter he was transferred to shore by a Service Boat. However during the transportation he lost his consciousness and he was pronounced dead by the medical personnel on shore.

**Investigation**

The evidence and information analysis identified contributing factors related to communication exchange between the involved parties during the unmooring procedure, supervision of the unmooring operation; and others as will be analyzed in the final investigation report.

**Final safety Investigation Report**

The draft safety Investigation report is under preparation and is expected to be finalized as soon as all evidence have been analyzed; the draft report will circulated to involved and interested parties for consultation.



**HBMCI**  
Hellenic Bureau for  
Marine Casualties  
Investigation

**Marine casualty  
Safety Investigation  
Law 4033/2011**  
(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.

**Hellenic Bureau for Marine  
Casualties Investigation**

Grigoriou Lambraki Street  
150, Piraeus, Greece  
P.C. 185 18

Tel.: +30 213 137 1970  
1307  
1297  
1969

Email: [hbmci@yna.gov.gr](mailto:hbmci@yna.gov.gr)  
Website: [www.hbmci.gov.gr](http://www.hbmci.gov.gr)

FACTUAL INFORMATION	
SHIPS PARTICULARS	
Name	OCEANIS
Flag	GREECE
IMO	9532757
Ship's type	OIL TANKER
LOA	330,19m
Gross Registered Tonnage	161,579 gt
Engine / Power	(01) DOOSAN MAN B&W 6S50-MC-C/MCO 29260KW x 78,0RPM
Construction	Steel
Year of built/shipyard	2010/SAMSUNG HEAVY INDUSTRIES KOJE SHIPYARD, SOUTH KOREA
MMSI	241089000
BREADTH	59,60m
DEADWEIGHT	320,780 mt
Draft	21,00 m
MARINE CASUALTY	
Date & time	25/07/2023 at approximately 16:45 LT (13:45 UTC)
Type of marine casualty	Very serious marine casualty
Weather & environmental conditions	Wind: NW 6 with gusts up to 30 knots, Clear, Visibility Good, Day
Location of casualty	Jisan/Saudi Arabia anchorage
Damages to ships	none
Fatalities / injuries / pollution	(01) one person, Egyptian National
<div>  <div> Figure1: Oil Tanker "OCEANIS"  Source: Marine Traffic </div> </div> <div>  <div> Figure2: The standing position of the Assistant Pilot when the messenger line broke </div> </div>	