



**INTERIM REPORT**

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

**MARINE CASUALTY SAFETY INVESTIGATION**

**Fatal injury of an AB during deck operations on board  
Container vessel EVER URBAN**

**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).
- 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 26<sup>th</sup> of December 2013 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**

**February 2014**

HBMC I conducts the safety investigation of issued marine. 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 (UTC +2) unless otherwise stated.

**Marine casualty synopsis**

“Ever Urban” is a fully cellular containership under Panama Flag built in 2000, with TEU capacity of 5.652 containers trading world widely. On the 24<sup>th</sup> of December 2013 “Ever Urban” departed the port Rijeka - Croatia and was en route to Piraeus Port. The vessel was loaded with containers and had 21 crew on board. On the 26<sup>th</sup> of December morning hours she was underway in the South Ionian Sea, approximately 06 nm W of Kefalonia Island. At approximately 08:30 the Bosun and three members of the deck department were at forecassle assigned with the maintenance and repairing of the mooring lines. According to maintenance instructions two double braided fibre mooring ropes of “Nylon Core & Polyester Cover” had to be repaired at the “spliced eye” due to abrasion and wear on strands and yarns during mooring operations so as to be reinstated and in service. Instructions were given to the Bosun by the Chief Officer and the Master for cutting off a short length of the line and re-terminating the rope segment with a new “spliced eye”. Having prepared the new “eye” the Bosun and the deck crew engaged with the operation proceeded to the testing of its endurance and tension by placing it on a bollard through a roller fairleader and on the starboard winch drum in order to gradually heave the rope and tighten its spliced eye. At approximately 10:00 during the described handling the rope parted at the splicing point, snapped back and struck an AB on his left leg who was standing close to the bollard, inside the snapback zone.

**Initial actions**

The AB suffered a fracture on his left leg and was transferred by the crew to ship’s hospital on a stretcher for first -aid treatment. At 10:24 the Master reported the incident to the company and at 11:27 a company’s doctor provided medical advice on the treatment of the injured AB and suggested sending him to shore as soon as possible for surgical care. Although first-aid and treatment was provided by an officer of the crew, the AB was feeling more pain and at 11:45 the Master contacted Piraeus Joint Rescue Coordination Center (JRCC Piraeus), reported the type of injury and the condition of the injured AB and requested his medical evacuation and transfer to a shore hospital.

**Medical evacuation operation**

At 12:10 JRCC Piraeus instructed the Master to change his course towards Katakolo, while at 13:40 the Port Authority of Katakolo informed the Master that HCG SAR boat 516 would be deployed for the transfer of the injured seafarer. At 14:43 EVER URBAN and HCG SAR boat 516 had arrived at a predefined position (37° 36’ 8”N – 021° 19’2”E), but due to rough sea in the sea area the SAR boat could not safely approach. Consequently the Master requested for a helicopter transfer. The HCG SAR boat 516 informed the Master that the tug boat “ALFIOS” would be deployed for the medical evacuation. Due to the injured AB’s deteriorating condition, with breathing difficulties, at 14:55 the Master requested that the tug boat should come as soon as possible. At 17:15 the tug boat approached EVER URBAN, while from 17:00 the AB was giving artificial respiration and CPR by a ship’s officer in order to preserve his vital functions. At 17:20 the injured AB was transferred on the tug boat by the ship’s crane and the tug’s crew was advised to continuously conduct CPR on him. However, at 17:25 it was reported by the tug boat Skipper that the AB was unconscious and had stopped breathing. At 17:40 the AB was transferred to an ambulance standing by at Katakolo port and was taken to local hospital, where he was pronounced dead at 17:50.

<b>Investigation</b>	<b>Final safety Investigation Report</b>
<p>The safety Investigation and analysis conducted has highlighted several contributing and underlined factors that caused fatal injuries to the AB of involved vessel. Such factors include in random order inappropriate supervising, poor crew performance, poor judgment, inadequate risk assessment as well as others, that will be listed in the Final Report.</p>	<p>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.</p>

## FACTUAL INFORMATION

### SHIPS PARTICULARS

<b>Name</b>	<b>EVER URBAN</b>
<b>Flag</b>	Panama
<b>Registry</b>	Panama
<b>Ship's type</b>	Fully cellular containership
<b>IMO</b>	9169160
<b>Call sign</b>	3FXN9
<b>LOA</b>	265 m
<b>Breath</b>	40 m
<b>Year of built</b>	2000
<b>Shipyard</b>	Mitsubishi Heavy Industries LTD
<b>Construction</b>	Steel
<b>Gross Tonnage</b>	69.246
<b>Net Tonnage</b>	30.235
<b>Engine / Power /Speed</b>	Mitsubishi Sulzer T. 12RTA84C / 66120 PS/ 25 kt
<b>Classification Society</b>	ABS
<b>Minimum Safe Manning</b>	14

### Voyage Particulars

<b>Date of departure</b>	24-12-2013, Rijeka - Croatia
<b>Trading Area</b>	International Voyages
<b>Cargo on board</b>	Containers
<b>Crew on board</b>	21

### Marine Casualty Information

<b>Date &amp; time</b>	26-12-2013, approx. 08:00 UTC / 10:00 LT
<b>Type of marine casualty</b>	Very serious marine casualty
<b>Weather &amp; environmental conditions</b>	Daylight, wind SSE 5 Bf
<b>Location of casualty</b>	En route at Ionian Sea - (37° 58' 2" N, 020° 14' 6" E)
<b>Damages to ship</b>	None
<b>Fatalities / injuries</b>	1 fatality (A/B)

**Marine casualty  
Safety Investigation  
Law 4033/2011 as amended and  
applies**  
(Conjunction extract of art. 1.b,  
4.1.a & 4.1.b)

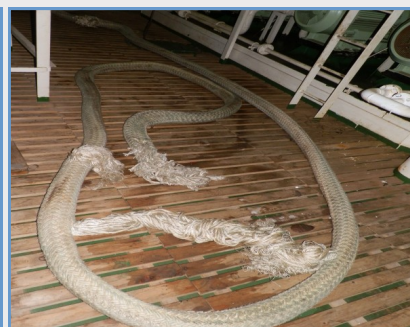
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Container vessel EVER URBAN



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