



KÖZLEKEDÉSBIZTONSÁGI
SZERVEZET

TRANSPORTATION SAFETY
BUREAU

FINAL REPORT

2006-020-6

MARINE INCIDENT

Keszthely
13th August 2006

MS Almádi

01297

The sole objective of the technical investigation is to reveal the causes and circumstances of marine casualties, serious and very serious casualties as well as marine incidents, and to initiate the necessary technical measures and make recommendations in order to prevent similar cases in the future. It is not the purpose of this activity to apportion blame or liability.

This present investigation was conducted on the basis of

- Act XLII of 1995 on marine transport,
- SOLAS 1974/1978 and Act XI of 2001 on its proclamation,
- Act CLXXXIV of 2005 on the technical investigation of aviation, rail and marine accidents and incidents (hereinafter referred to as Kbv.),
- Decree 9/2006 (II.27.) of Ministry of Economy and Transport (MET) on the detailed rules regarding technical investigation of serious marine casualties and incidents.
- In absence of other related regulation of the Kbv., the Transportation Safety Bureau of Hungary conducted the investigation in accordance with Act CXL of 2004 on the general rules of administrative authority procedure and service,
- The competence of the Transportation Safety Bureau of Hungary is based on the Kbv. until 31st December 2006 and on Government Decree 278/2006 (XII. 23.) from 1st January 2007 respectively.

Under the aforementioned regulations

- The Transportation Safety Bureau of Hungary shall investigate serious marine casualties.
- The Transportation Safety Bureau of Hungary at its own discretion can investigate marine incidents which - in its judgement - would have resulted in casualties in other circumstances.
- The technical investigation is independent of any administrative, infringement or criminal procedures.

In addition to the aforementioned laws, the A.849 IMO Code (Code for the Investigation of Marine Casualties and Incidents) is applicable.

Abbreviations

TSB	Transportation Safety Bureau
MTW (KHVM)	Ministry of Transportation, Telecommunication and Water (Közlekedési, Hírközlési és Vízügyi Minisztérium)
MET (GKM)	Ministry of Economy and Transport (Gazdasági és Közlekedési Minisztérium)
IC	Investigating Committee
Kbvt.	Act CLXXXIV of 2005 on the technical investigation of aviation, rail and marine accidents and incidents
SOLAS	Safety of Life at Sea
BAHART	Balaton Shipping Company Balatoni Hajózási Részvénytársaság
MS	Motor Ship
NTA	National Transport Authority
MAHART	Hungarian Passenger Shipping Ltd.

Summary

Event category	Marine incident
MS Almádi	Hungarian Ship and Crane Factory (Vác shipyard)
Manufacturer	Magyar Hajó és Darugyár (váci gyáregység)
Type	River cruising boat
Registration	01297
Owner	BAHART
Operator	BAHART
Date and time of event (UTC)	Approximately 01 hours 00 minutes, 13 th August 2006.
Location	Keszthely port, Balaton
Number of fatally or seriously injured	1
Damage to ship	None
Country of registry	Hungary
Registration authority	National Transport Authority – Regional Directorate of Central Hungary – Marine Operational Safety and Registry Department
Authority supervising manufacturing	Shipping Inspectorship (predecessor of National Transport Authority)

Synopsis

Data of the investigation

The incident was reported to the duty services personnel of TSB by the officer on duty of the competent police authority at 08:00 (LT) on 13th August 2006.

The duty services personnel of TSB reported the event

- to the Head of Department on duty at 08 hours 05 minutes, then
- to the duty services personnel of NTA at 08 hours 10 minutes.

The Director-General of TSB assigned the following Investigating Committee (hereinafter referred to as IC) to investigate the marine incident:

Head of IC	Gábor Wimmer - Accident investigator
Member of IC	Dalma Orosz – Head of Marine Department

This present final report

was based on the draft report prepared by the IC and accepted by the Director-General of TSB. The draft report was sent to the relevant parties - defined by law - for reflections. At the same time, the relevant parties and organisations were also informed and invited to the closing discussion of the draft report.

In the course of the procedure, the IC

- conducted the necessary investigations and took measures in order to fulfil the objectives of the technical investigation within reasonable time:
- examined the site of the occurrence, the maritime infrastructure, the vessels and their accessories, and the damages,
- interviewed the persons in possession of relevant information.

During the technical investigation

- the IC received all relevant information and records which were in possession of the owner and the operator of the vessels, the crews, the operator of the port and the marine transport authority.
- The following bodies cooperated in carrying out the technical investigation: bodies responsible for issuing licence, conducting the water-worthiness examination of the vessels, issuing the water-worthiness certificate, operating, maintaining and repairing the vessels, the operator of the port as well as the marine transport authority.

Incompatibility did not stand against the members of the IC.

The members of the IC performed their tasks under the control of the IC Head.

Persons participating in the technical investigation did not act as experts in other procedures concerning the same case and shall not do so in the future.

1. Factual information

1.1. The course of the event

The seaman of MS Almádi on watch left his post then he came back onto the ship. Shortly afterwards he fell into the water. The ship was anchored at Keszthely port.

1.2. Injuries to persons

One person (the seaman on watch) fell into the water from MS Almadi and drowned.

Injuries	Crew	Passengers	Others
Fatal	1	0	0
Serious	0	0	0
Minor/None	0	0	0

1.3. Damage to ships

The ship was not damaged.

1.4. Other damage

None.

1.5. Personnel information

1.5.1. Seaman of MS Almádi

Age and gender	aged 20 years, male
Citizenship	Hungarian
Qualification	Seaman, Machine operator
License	Hungarian Shipping Secondary Vocational School - seaman, machine operator
Medical certification valid until	22 January 2010
Experience	1 year

1.6. Ship information

Type	MS Almádi river cruising boat
Registration	01297
Official identification number	8601297
Year of manufacturing	1959
Water-worthiness certificate	H-5278/2006
Valid until	21 April 2008

1.7. Meteorological information

Visibility: good
 Temperature: 17-18 C°
 Wind: light
 Precipitation: light rain

1.8. Aids to navigation

The usage and condition of navigation equipment had no effect on the incident; therefore their analysis was not required.

1.9. Communications

The radio equipment on the ship involved in the incident worked normally and had no effect on the incident.

1.10. Data recorders

The ship involved in the incident did not have a data recorder on board.

1.11. Additional information

The IC did not receive any additional information.

1.12. Port information

The port involved in the incident had a valid operating licence.

The parameters of the port had no effect on the incident, therefore its detailed analysis is not required.

1.13. Survival aspects

The seaman on watch left his post (the ship) accompanied by his friend and a woman. When they walked back to the ship, the seaman alone went forward, stepped onto the ship and continued to the front of the ship. By the time his friend reached the ship, the seaman had fallen into the lake. His friend hurried to help him and jumped into the water. At the same time the woman asked the help of two men who were fishing nearby. They also jumped into the lake to search for the seaman. They tried to save the seaman who had been sinking deeper into Lake Balaton. The search proved unsuccessful; the seaman had drowned into the lake. The diver of the Water Rescue of Balaton lifted the body of the seaman to the surface. The rescue team tried to resuscitate him but their effort had no result.

2. Analysis

The seaman of the ship should not have left his position and he was not permitted to drink alcohol. These questions were also raised at the occupational health and safety education. At that occasion, the seaman signed that he was aware of these rules. When he went back to the ship during the night, he probably went across to the starboard - which had no railings - where he slipped and fell into the water. On the way back from the pub, the seaman and his friend parted, the seamen went forward, therefore it took a while for his friend to reach the ship. When he arrived at the ship, he saw that the seaman was trying to swim in the lake, first towards the front of the ship then towards the back of the ship. The friend tried to throw rescue equipment to the seaman and then he himself jumped into the water, but by then the seaman was drowning further into Lake Balaton. The seaman's behaviour, the fact that he had been drinking alcohol as well as the somewhat worse visibility in the night contributed to the occurrence of the incident. Supposedly, the port is a less popular place at night-time, even in the high season there aren't many visitors at night, so the help could not arrive in time.

3. Conclusions

The seaman left his post and went to the nearby pub with his friends where they drank alcohol. According to the police record, the seaman's blood alcohol level was 1,75 g/l a thousandth. Coming back to the ship, the seaman probably slipped and tripped over some protruding mountings on the deck of the hull and he fell into the water.

4. Safety recommendations

BA 2006-020-6_01. The IC recommends the NTA that it should prohibit the fitting of protruding mountings on the narrow and slippery deck on the sides of the ship. These mountings (except for the fittings for mooring the ship) should be designed in a 'sinkable' form to be able to let them down into the level of the deck.

BA 2006-020-6_02. The IC recommends the NTA that based on previous years' experiences, a so called 'floating rescue pole' should be fitted to the stern on a rope. This method was applied by MAHART in the 1970s and 1980s on their river cruising passenger boats at overnight stops. Naturally, the pole shall be paid down when sailing.

Budapest, " " March 2008.

Gábor Wimmer
Head of IC

Dalma Orosz
Member of IC

Photos of MS Almádi





