



HM Government of Gibraltar

Office of the Marine Accident Investigation Compliance Office

SAFETY BULLETIN

SB01

June 2025

Extracts from Gibraltar Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

Regulation. 4.(1) These Regulations seek to improve maritime safety and the prevention of pollution by ships, and so reduce the risk of future marine casualties, incidents or accidents by—
(a) facilitating the expeditious holding of safety investigations and proper analysis of marine casualties and incidents in order to determine their causes; and
(b) ensuring the timely and accurate reporting of safety investigations and proposals for remedial action.

Regulation 4(2). Investigations under these Regulations shall not be concerned with apportioning blame nor with determining civil or criminal liabilities.

Regulation 22.(1). The MAICO may, as a result of one or more investigations, whether or not completed, at any time make recommendations as to how future accidents may be prevented.

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MV NISYROS

OMAICO SAFETY BULLETIN Number 1

This safety bulletin has been produced for marine safety purposes and is based upon information available to date.

The Gibraltar Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 permits the MAICO at any time make recommendations as to how future accidents may be prevented.

A handwritten signature in black ink, appearing to read 'N.D. Atkinson', is positioned above the printed name.

N.D. Atkinson MNM
Marine Accident Investigation Compliance Officer.

NOTE

Investigations under these Regulations shall not be concerned with apportioning blame nor with determining civil or criminal liabilities.

BACKGROUND

MV Nisyros is a Gibraltar registered tanker employed as a bunker barge in Gibraltar. The vessel was constructed between 2008 and 2010 and is of 4599GT. The number of seafarers employed on board exceeds the number required by the Safe Manning Document.

The port of Gibraltar is the busiest bunkering port in the Mediterranean Sea and this vessel delivers fuel oil bunkers to visiting ships several times a day. On 20th May 2025 whilst coming alongside the MV Kingfisher. The forward mooring party consisted of a pumpman and an AB (Deck), both experienced seafarers.

The pumpman, who was operating the port forward mooring winch and was heaving in excess rope when he became trapped in the mooring rope around the winch and sadly died of multiple injuries. At the time of the accident the pumpman was alone on the fo’c’sle as the AB (Deck) had moved to a position further down the main deck in preparation to receive a heaving line which would then be attached to the forward spring.

FINDINGS

As no one witnessed the accident it is difficult to reach a firm conclusion as to exactly what happened. However, the mooring manual stipulates that the forward mooring party should consist of an officer and two other seafarers. The role of the officer is to supervise and keep an overview of the mooring operation. On this occasion there was not an officer undertaking this role. In effect the only person on the fo’c’sle was the pumpman who was operating the port forward mooring winch by himself, at the same time as possibly ensuring that the mooring rope was correctly feeding and winding onto the mooring winch’s drum.

SAFETY ISSUES

- The composition of the forward mooring party was not in compliance with the requirements of the mooring manual.
- The pumpman was operating the winch at the same time as ensuring that the mooring rope was possibly correctly feeding on to the mooring winch's drum.
- Due to the repetitive nature of the work undertaken the crew may have become complacent.
- It is possible that the mooring winch actuator lever had been incorrectly secured in the running position by using the safety clip.

SAFETY LESSONS

- The guidance on mooring operations in section 26.3 of the Code of Safe Working Practices for Merchant Seafarers (2025 edition) should be taken into account when devising operating procedures for mooring.
- The contents of the operating procedure should be adhered to.
- The operating procedure should be realistic, straight forward and usable.
- Do not use rope or anything else to hold the winch operating lever in position
- Do not leave winches running unattended
- Do not try to handle a line on a drum unless there is a second person to remove or feed the slack line to you. There should also be another person to stop the winch immediately, in case of a problem
- Keep your distance from gear wheels and other moving parts.
- Safety devices should not be tampered with or misused.

Safety recommendations shall not create a presumption of blame or liability.

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