



**MINISTRY OF TRANSPORT AND COMMUNICATIONS  
OF THE REPUBLIC OF LITHUANIA  
MARINE ACCIDENTS AND INCIDENTS INVESTIGATION MANAGER**

**SHIP ACCIDENT INVESTIGATION  
FINAL REPORT  
2 January 2015 No. TA-1**

This report has been issued for the purposes of preventing accidents and incidents. The investigation was not aimed at establishing anybody's fault or liability, therefore, using the report for purposes other than its intended purpose may lead to wrong interpretations. The report has been prepared in accordance with the recommendations provided in the IMO Resolution MSC 255(84) of 16 May 2008 and Commission Regulation (EU) No 1286/2011.

<b>Ship</b>	<b>PLUTONAS</b>
<b>Company</b>	<b>UAB „SEIVALAS“</b>
<b>Ship type</b>	<b>Fishing trawler</b>
<b>IMO identification No</b>	<b>8505422</b>
<b>Accident place and date</b>	<b>Norwegian Sea, Finnsnesrenna fiord (Norway), (69-23.65 N. 017-57.54 E.) 2 September 2014</b>

**Accident No:**  
**TAITS Marine Ship Accident Registry No 15-TAITS-2014**  
**EMSA (EMCIP) database No 2347/2014**  
**TJO (IMO) GISIS database No C0009492**



**This safety investigation has been carried out in collaboration with the Norwegian shore protection and accident investigation organisations**

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## 1. SUMMARY

On 2 September 2014, Plutonas fishing trawler sailing under the Lithuanian flag and fishing in the Norwegian Sea, while sailing from Karvikhamn port (Norway) to Harstad port (Norway), at 08.00 hr (UTC) deviated from the course and ran aground in the Norwegian inland waterways, Finnsnesrenna fiord, coordinates 69-23.47 N. 007-98.5 E. The ship was steered by the captain, assisted by a seaman/helmsman as there were no other navigation specialists on board the ship. Electronic nautical charts (MaxSea) that had been informally adopted by the ship were used; the ship had no paper nautical charts for the sailing area. The ship ran aground by the subwater part of its port side, towards the stern from the beam; a hole was made in the left ballast tank No 6 during the accident. There were no casualties of the accident, the ship was carrying no cargo, and no damage to the environment was caused.



Figure 1. The ship alongside the berth



Figure 2. The ship after it ran aground

## 2. FACTUAL INFORMATION



Figure 3. Ship rescue operation

## 2.1. SHIP PARTICULARS

Name of the ship: Plutonas

IMO No: 8505422

Sailing under the flag: Lithuanian

Ship call signal: LYTI.

Type of the ship: Fishing trawler

Gross tonnage of the ship: 770 t

Maximum length of the ship: 42.95 m.

Maximum height of the ship: 9.0 m

Side height: 6.44 m.

Hull material: Steel

Number of crew members on the ship during the accident: 10

Number of crew members according to the ship's Minimum Safe Manning Certificate: 11

Classification Society: DET NORSKE VERITAS

Ship manager: Seivalas UAB, business ID 141638737

Ship building year: 1986

Main engine:

Type and power rating: make 12V23/30 Alpha, 1 x 1626 kW

Variable-pitch propeller

Navigation equipment:

Radiolocator: Furuno Hatteland Display

Radiolocator: Bridge Master E

Echo-sounder: Simrad ES60

Echo-sounder: Furuno Colour Net Recorder

Log: BEN ALS 48.

Magnetic compass: Bergen Nautik Type BN 35 PL No 8603-04 NSK 78.

Gyroscopic compass: ROBERTSON RGC11.

Ship's automated recognition system: JOTRON Tron UAIS TR 2500.

Satellite navigation system: Furuno GPS Navigator GP-150

Electronic nautical chart system: MaxSea Pro Version 9 kartsystem med 2D/3D

Radio communication equipment:

Global satellite communications: INMARSAT Sailor H2095B.

Ultra-short wave radio station: Furuno FM 8500.

Medium-short wave radio station: Furuno FS-1562-15, Furuno DSC-6, Furuno AA-50.

High frequency radio station: Furuno FS-1562-15, Furuno DSC-6, Furuno AA-50.

Weather forecast receiver: NAVTEX JRC NCR300A.

Emergency position indicating radio beacon: COSPAS-SARSAT Jotron Tron 30S MKII.

Radiolocator signal repeater: 2 x RT9-3.

Radiotelephone alarm signal receiver: Sailor R501.

Ultra-short wave handheld radio: 1 x Tron VHF, 2 x Sailor SP3110.

Ship's internal intercom system: VINGTOR VRC-120M.

## 2.2. VOYAGE PARTICULARS

Plutonas fishing trawler was engaged in industrial fishing in the Barents Sea and the Norwegian Sea as well as in international waters. The ship was entitled to such fishing and international sailing according to its current class. According to the plan of sailing from Karvikhamn port (Norway) to Harstad port (Norway) drawn up and approved by the captain, the ship left Karvikhamn port in the morning of 2 September 2014. The ship carried no cargo as the cargo had been unloaded from the ship before.

The crew consisted of 11 people including the ship captain.

## 2.3. MARINE CASUALTY OR INCIDENT INFORMATION

In accordance with Clause 7.1.5 of the Regulations for the Safety Investigations into Ocean Going Ships Accidents and Incidents (hereinafter referred to as the 'Regulations') approved by Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-461 of 29 July 2011, the incident is classified as a major accident.

Report on this event was registered in the European Maritime Safety Agency (EMSA) EMCIP database under No **2347/2014**.

Report on the event was registered in the International Maritime Organisation (IMO) GISIS database under No **C0009492**.

Date and time: 08.00 hours 2 September 2014

Ship position and location: Plutonas ship, having left Karvikhamn port and while sailing to Harstad port, was manoeuvring in Finnsnesrennos fiord, Gisundet. The major accident location coordinates are 69-23.47 N. 007-98.50 E. Nautical chart No 83 Nor.



Figure 4. Pluton's ship route planned prior to the accident

External and internal environment: 3 hours had remained until the minimum water level in Gisundet fiord, the water flow direction was from the south (S), approx. 2 knots, weather – clear sky, good visibility (over 5 nautical miles), daytime, atmospheric pressure 761 mm, sea surface condition – no waves, strong wind in variable direction, air and water temperatures – above zero. It was a normal working day for the ship. All the ship's navigation, communications and other equipment and mechanisms as well as the main engine of the ship were functioning well. The ship was without a cargo, the ship's provisions level was 70%, therefore, the ship had to take ballast water for better ship control but this was not done.

Ship operation and voyage segment: the ship has been in operation since 1986 and meets all the relevant requirements. This was a normal voyage of the ship after unloading of a fish cargo.

Location within the ship: left side of the ship, on-board tank No 6 beneath the deck.

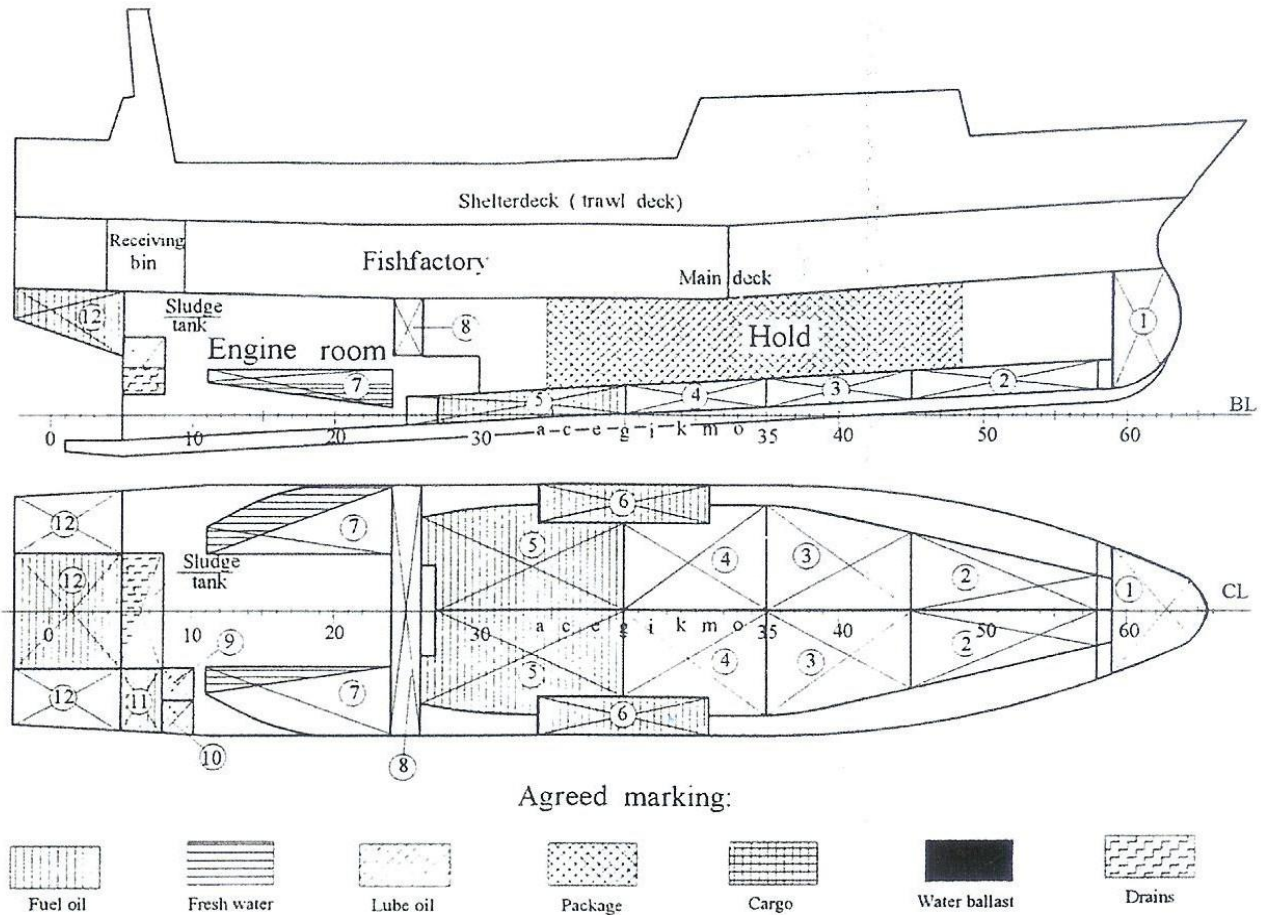


Figure 6. Layout of Plutonas ship

Information on the human factor. The crew and the captain of the ship had had a good rest. The captain had not familiarised himself with the pilot book of the future sailing area and had no paper nautical charts of the future sailing area or other brochures required for navigation. The captain was the only navigation specialist in the ship.

Consequences (for people, cargo, environment): None. Only the ship's technical condition had suffered.

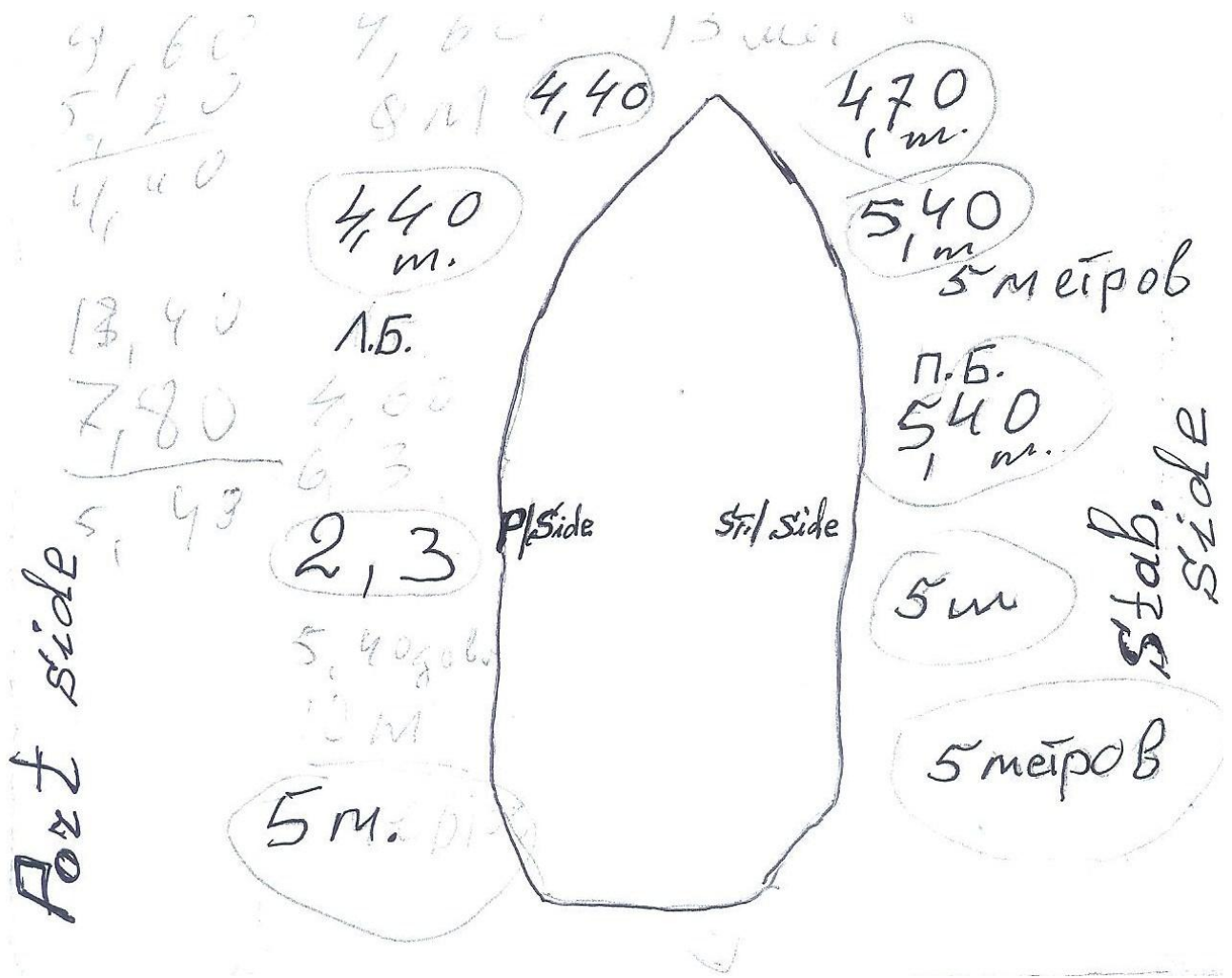


Figure 6. Results of depth measurement results around the ship after it ran aground



Figure 7. The hole in the hull resulting from the ship's running aground

## **2.4. SHORE AUTHORITY INVOLVEMENT AND EMERGENCY RESPONSE**

Participating entities: Emergency Response Department of the Norwegian Shore Authority, the Harstad Regional Service of the Norwegian Shore Authority, the Norwegian Maritime Authority, and the Norwegian Accident Investigation Board.

Facilities used: Two boats, one tow-boat, divers.

Response time: Immediately after the captain's distress alert.

Measures taken: In order to protect the environment around the ship in distress, two rescue boats were sent immediately to effectively respond to pollution and to rescue the crew but their assistance was not needed for Plutonas ship. The divers inspected the condition of the subsurface part of the ship and the ship was towed away to the nearest harbour.

Results achieved: The ship was removed and towed to the nearest harbour. No environmental pollution took place. There were no casualties. The initial investigation of the accident has been launched.

## **3. NARRATIVE**

Plutonas fishing trawler, which sails under the Lithuanian flag and is engaged in fishing in the Norwegian Sea, at 05.50 (UTC) on 2 September 2014 left Karvikhamn port (Norway) and headed to Harstad port (Norway) in the Norwegian inland waterways, Finnsnesrenna fiord, coordinates 69-23.47 N. 007-98.5 E. Electronic nautical charts (MaxSea) that had been informally adopted by the ship were used; the ship had no paper nautical charts for the sailing area. At 08.00 (UTC) the ship deviated from the course and ran aground. The ship was steered by the captain, assisted by a seaman/helmsman as there were no other navigation specialists on board the ship. The ship ran aground by the subwater part of its port side, towards the stern from the beam, and a hole was made in the left ballast tank No 6. There were no casualties of the accident, the ship was carrying no cargo, and no damage to the environment has been done. The captain states in its explanation that his first mistake was that, upon unloading of the cargo, no ballast water was taken for better ship stability and control, furthermore, a too low speed of the ship was chosen so that the ship would better resist the water flow and the latter would not affect the ship's steering, however, he could not know the water flow rates because there was no pilot book for the sailing area in the ship, and no Norwegian pilot had been hired for the voyage. According to the captain, the ship's speed was about 4 knots. While the ship was sailing along the planned route, it encountered a dredge in operation and, according to the captain, he had to change the ship's route but he had not made a radio contact either with the dredge or the onshore ship traffic service in order to clarify the situation and make the right decision; he turned the ship to another navigation canal but later changed his mind and decided to return back. While the ship was making a turn, the water flow carried the ship aground and a hole was made in the ship's hull, the ship leaned on its port side. Rescue works and measurements of depths around the ship started.

According to the representative of the Emergency Response Department of the Norwegian Shore Authority, around 17.00 local time on 2 September 2014 Plutonas ship, which was leaning at the angle of 20-25° on its port side, was towed away from the shallow water to Finsnes port and berthed, where the ship's hull was inspected by divers together with a representative of DNV-GL classification society. The ship was inspected by the Norwegian Maritime Authority's inspector and

a ship inspection report was issued; the report stated that Plutonas ship owned by Seivalas UAB has not been provided with paper nautical charts and other navigation literature required for the sailing area; in addition, the ship's crew has been formed in violation of the requirements of the ship's Minimum Safe Manning Certificate.

It has also been noticed during the Plutonas ship's safety investigation that the composition of the crew does not meet the requirements of the Minimum Safe Manning Certificate. After the ship arrived to Klaipėda Seaport from Harstad port (Norway), it had no Officer for Navigation Watch and no Officer in Charge of Engineering Watch. This shows the company's attitude toward safe navigation.

Furthermore, it has been established during the ship safety investigation that the owner of the ship – Seivalas UAB has not taken out any liability insurance for the ship which is engaged in international sailing.

#### **4. ANALYSIS**

A major accident occurred and significant financial losses were incurred due to the captain's decision to sail from Karvikhamn port to Harstad port without providing the ship with navigation facilities and without knowing the specificity of the sailing area, also without hiring a pilot. Basic safe navigation requirements were not complied with; a lack of professional knowledge is seen as well.

It is good that the major accident has had no impact on people and the environment.

#### **5. CONCLUSIONS**

The major accident took place due to the fault of the captain and the captain irresponsible attitude to the performance of his duties as the ship was not prepared for sailing from Karvikhamn port to Harstad port. The ship's captain could also call [a pilot] and the ship would have travelled safely. It should also be noted that Seivalas UAB has failed to take due care of the navigation part of its ship as well as of the composition of the crew in accordance with the requirements of the Minimum Safe Manning Certificate.

## **6. SAFETY RECOMMENDATIONS**

1. Seivalas UAB is instructed to strictly comply with the requirements of the Minimum Safe Manning Certificate in the formation of the ship crew.
2. Seivalas UAB is recommended to always provide the ship with navigation facilities, i. e. paper nautical charts of trading areas and navigation brochures of trading areas or electronic navigation facilities of approved types.
3. Seivalas UAB must inform the Marine Accidents and Incidents Investigation Manager of the Transport Accidents and Incidents Investigation Division of the Ministry of Transport and Communications, within one year from the date of receipt of the safety recommendations and the final report, about the implementation of the recommendations.

## **7. APPENDICES**

**Annex A.** Copy of Plutonas ship's Minimum Safe Manning Certificate

Leonardas Vilimas  
Chief Specialist,  
Transport Accidents and Incidents Investigation Division  
(Marine Accidents and Incidents Investigation Manager)

### Annex A. Copy of Plutonas ship's Minimum Safe Manning Certificate

Plaukiojimo rajonas\*  
Trading area\*

**Neribotas**  
**Unlimited**

Šiame liudijime įvardytas laivas yra laikomas turinčiu saugią įgulos sudėtį, jei išplaukiant į jūrą jame yra ne mažesnis atitinkamas pareigas užimančių įgulos narių skaičius, negu nurodyta lentelėje:

The ship named in this document is considered to be safely manned if, when it proceeds to sea, carries not less the number and grades / capacities of personnel specified in the table (below):

Pareigos Grade / capacity	Diplomas / kval. liudijimas (STCW taisyklė) Certificate (STCW regulation)	Asmenų skaičius Number of persons
<b>Kapitonas/Master</b>	<b>II/2</b>	<b>1**</b>
<b>Vyr. kapitono padėjėjas/Chief Mate</b>	<b>II/2</b>	<b>1**</b>
<b>Budintysis kapitono padėjėjas/Officer in Charge of a Navig. watch</b>	<b>II/1</b>	<b>1**</b>
<b>Kvalifikuotas jūreivis/A B</b>	<b>II/4</b>	<b>3</b>
<b>Vyresnysis mechanikas/Chief Engineer</b>	<b>III/3</b>	<b>1</b>
<b>Budintysis mechanikas/Officer in Charge of an Engineering watch</b>	<b>III/1</b>	<b>1</b>
<b>Tralų meistras/Catch master</b>	-	<b>2</b>
<b>Virėjas/Cook</b>	-	<b>1</b>

Ypatingi reikalavimai arba sąlygos (jei tokių yra):  
Special requirements or conditions, if any:

**\*\*Privalo turėti GJNASS operatoriaus diplomą (STCW taisyklė IV/2).**  
**\*\*Compulsory to hold GMDSS General Operator Certificate (STCW regulation IV/2).**

Išduota Klaipėdoje,

.....2010..... m. ....**gegužės 12**..... d.

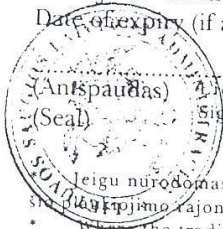
Issued at Klaipėda

on the .....**12**..... day of .....**May, 2010**.....  
(month and year)

Galiojimo terminas (jei toks nustatomas) .....

**neterminuotas**  
**without expiry**

Date of expiry (if any)



*[Handwritten signature]*

**Robertinas Tarasevičius**

Signature for and on behalf of the Lithuanian Maritime Safety Administration

Jeigu nurodomas plaukiojimo rajonas yra apribotas, tai turi būti tiksliai nurodomos jo ribos arba pridedamas plaukiojimo rajono žemėlapis.  
When the trading area other than unlimited is shown, a clear description or map of the trading area should be included in the document.