



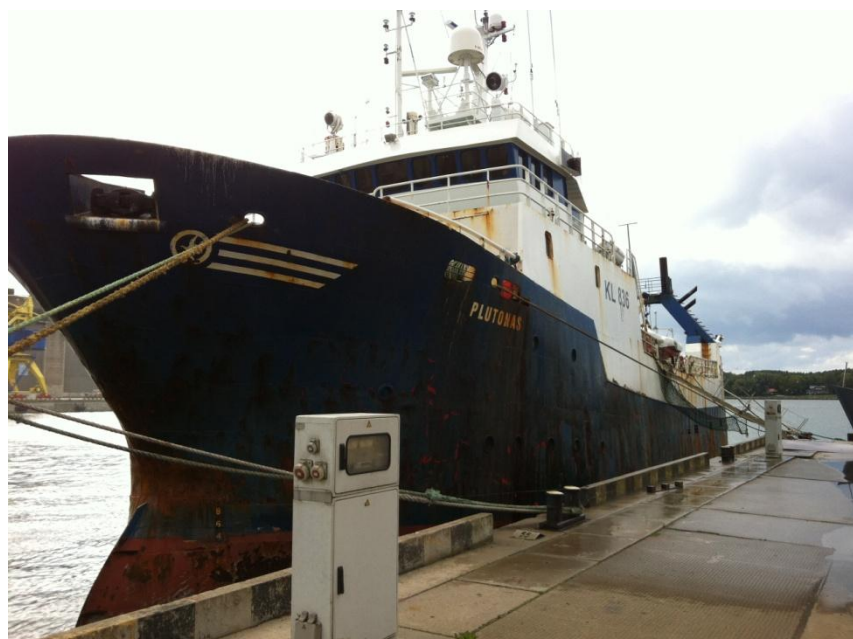
**MINISTRY OF TRANSPORT AND COMMUNICATIONS OF THE
REPUBLIC OF LITHUANIA
MARINE ACCIDENTS AND INCIDENTS INVESTIGATION MANAGER**

**MARINE SHIP ACCIDENT INVESTIGATION
FINAL REPORT
5 November 2015 No TA- 9**

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.

| | |
|--------------------------------|-----------------------------------|
| Ship | PLUTONAS |
| Company | SEIVALAS UAB |
| Type of ship | Fishing trawler |
| IMO identification No | 8505422 |
| Accident place and date | Barents Sea, 26 April 2015 |

Accident registration numbers:
TAITS Marine Ship Accident Registry No 4-TAITS-2015
EMSA (EMCIP) database No 1557/2015
TJO (IMO) GISIS database No C0009653



This safety investigation has been carried out in collaboration with the Norwegian coast guard and accident investigation board organisations

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1. SUMMARY

On 26 April 2015, while Plutonas fishing trawler was fishing shrimps in the Barents Sea, coordinates 76-18.07 N. and 034-38.0 E., a seafarer fell overboard and, it is assumed, froze to death. The fishing trawl was being pulled onto the ship at that time.

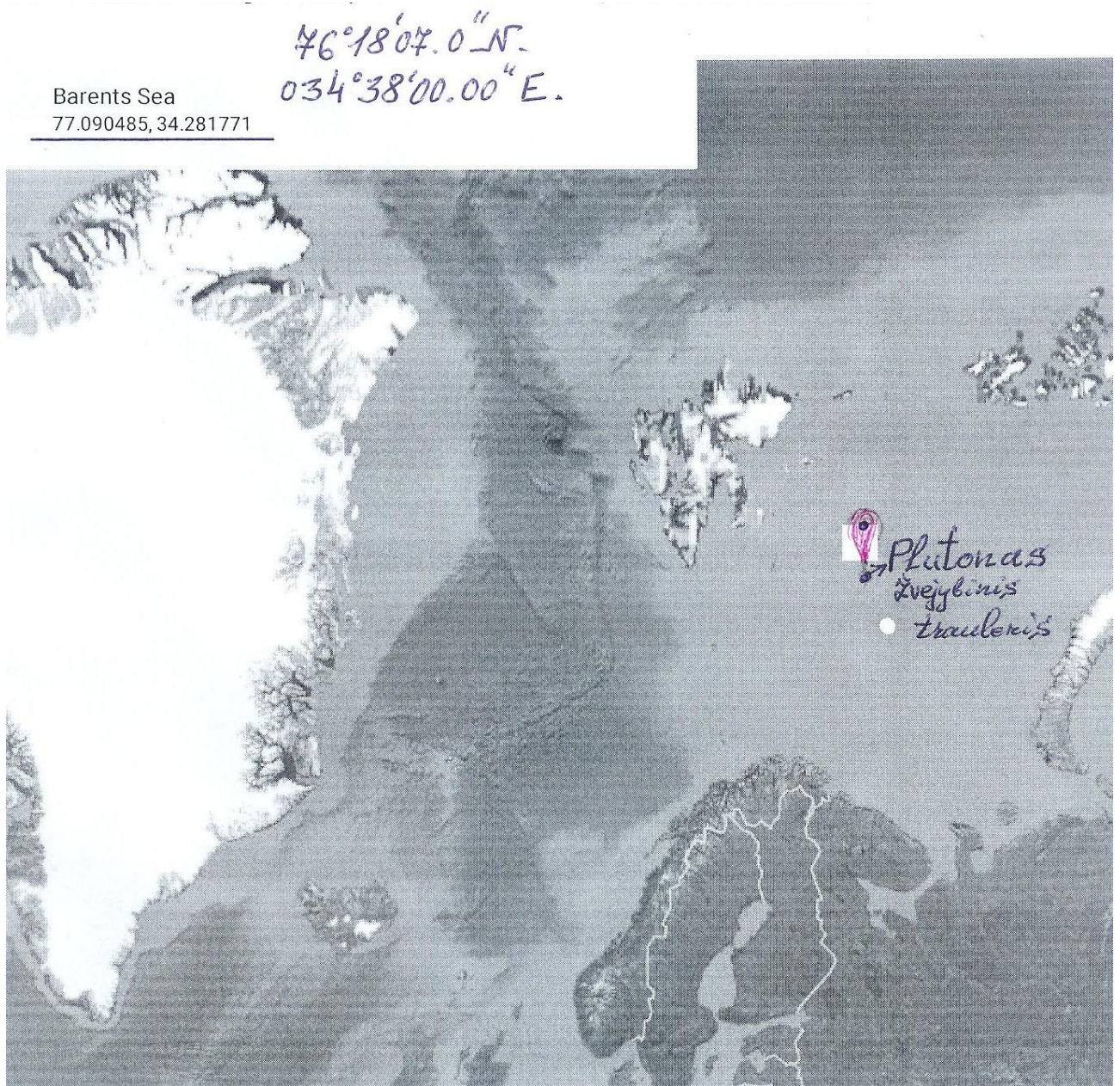


Figure 1. Plutonas ship fishing location

2. FACTUAL INFORMATION

2.1. Ship particulars

Name of the ship: Plutonas
IMO No: 8505422
Sailing under the flag of: Lithuania
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 breadth of the ship: 9.0 m
Side height: 6.44 m
Hull material: Steel
Number of crew members on the ship during the accident: 11
Number of crew members according to the ship's Minimum Safe Manning Certificate: 9
Classification Society: DET NORSKE VERITAS
Ship manager: Seivalas UAB, business 141638737
Ship building year: 1986
Main engine:
Type and power rating: make 12V23/30 Alpha, 1 x 1626 kW
Variable-pitch propeller
Navigation equipment:
Radar: Furuno Hatteland Display
Radar: Bridge Master E
Echo-sounder: Simrad ES60
Echo-sounder: Furuno Colour Net Recorder
Log: BEN ALS 48
Standard magnetic compass: Bergen Nautik Tipe BN 35 PL No 8603-04 NSK 78
Gyroscopic compass: ROBERTSON RGC11
Ship's automatic recognition system: JOTRON Tron UAIS TR 2500
Satellite navigation system: Furuno GPS Navigator GP-150
Electronic nautical chart system: MaxSea Pro versijon 9 kartsystem med 2D/3D
Radio communication equipment:
Global satellite communication: INMARSAT Sailor H2095B
VHF radio station installation: Furuno FM 8500
Medium frequency 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 forecasts receiver: NAVTEX JRC NCR300A
Emergency position indicating radio beacon: COSPAS-SARSAT Jotron Tron 30S MKII
Radar search and rescue transponders: 2 x RT9-3
Radiotelephone alarm signal receiver: Sailor R501
VHF handheld radio stations: 1 x Tron VHF, 2 x Sailor SP3110
Ship's internal intercom system: VINGTOR VRC-120M

2.2. Voyage particulars

On 19 March 2015, Plutonas fishing trawler left Tromsø port (Norway).

Voyage type: industrial fishing in the international waters of the Barents Sea.

At the time of the accident the ship was loaded with the cargo - 168 tonnes of frozen shrimp.

The crew consisted of 11 people including the ship captain.

2.3. Marine casualty or incident information

Type of the ship accident or incident: In accordance with the Regulations for the Safety Investigations into Marine Ships Accidents and Incidents, the incident is classified as a very serious accident.

Time and date: 07.00 on 26 April 2015

Ship accident/incident position and location: Plutonas ship was fishing shrimp in the Barents Sea (Arctic Ocean), co-ordinates 76-18.07 N. 034-38.00 E.

External and internal environment: North-western wind 10 m/s, wave height about 3 metres, air temperature -2°C , sea water temperature approx. $+3$ to $+5^{\circ}\text{C}$, clear skies, good visibility. Works of lifting the trawl onto the deck of the ship were being performed.

Ship operation and voyage segment: the ship was being operated according to its intended purpose and it was a normal working day when a sea storm started.

Location within the ship: stern of the ship, deck of the ship, left side of the ship.



Figure 2. Place where the person fell from his workplace into the slip



Figure 3. The slip along which the person slid into the water

Information on the human factor: Even though the storm had started, the seafarers were working on the deck in violation of safety requirements applicable to works on fishing vessels, and managers of the works had failed to demand compliance with the safety requirements. Out of six seafarers working on the deck, only one understood the English language, whereas the Master and the Chief Mate working on the bridge of the ship were English-speaking and did not understand other languages.

As stated by many members of the crew, no training on how to act in case of hazards and emergencies was held for the crew members.

Consequences: A person fell overboard and died. The Master of the ship has failed to draw up a death report and to conduct an initial investigation of the accident.

2.4. Shore authority involvement and emergency response

Participating entities: Marine Rescue Coordination Centre of Bodø Port (Norway).

Facilities used: a helicopter was ready to fly.

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

Results: No results as the man taken out of the water was already dead.

3. NARRATIVE

On 26 April 2015, Plutonas fishing trawler was fishing in the Barents Sea area, co-ordinates 76-18.0 N. 034-35.0 E. Lifting of the trawl was started at 07.00 ships time (05:00 UTC), the course of the ship was 315 degrees and speed was low – approx. 2.5 knots. According to the Master, the environment of the ship was as follows: north-western wind approx. 10 m/s, wave height approx. 3

m, air temperature approx. -2°C , good visibility; this is confirmed by the information received from the Norwegian Hydrometeorologic Centre.

At around 7.30, the Master and the Chief Mate were in the wheelhouse of the ship, with the trawl hoist under control of the Chief Mate; the trawl boards were pulled up to the ship side; on the deck, to the left from the DP (diametral plane), closer to the slip deck, the works were directed by the trawl foreman; on the right-hand side of the ship, the trawl boards were being disconnected by seafarers I, II and III (working in the pocket), and on the left-hand side of the ship, the trawl boards were being disconnected by seafarers IV and V (working in the pocket). Neither the Master nor the Chief Mate in the wheelhouse, nor the deck seafarers know the reason why seafarer IV fell from the deck over the bulwark to the slip of the ship and slid into the water. All of them say that they only saw the seafarer on the slip, sliding into the sea. Seafarer II threw a lifebuoy from the deck, and the Chief Mate threw a light and smoke activating lifebuoy from the wing of the ship, then returned to the wheelhouse and activated the Man Overboard Alarm on the ship and sent the Man Overboard Alarm over the VHF Channel 16 and HF/MF DSC channel. Two seafarers were instructed to look for the man overboard from the upper bridge, and one person was instructed to prepare a duty boat. The Master controlled the ship and continued to control the lifting of the trawl, which took about 30 additional minutes. At the same time, around 10 ships in the fishing region, having received the Man Overboard signal, were searching for the man; Plutonas ship joined them after lifting the trawl. There were several telephone conversations with the Bodø Port Rescue Centre, which was preparing a helicopter. In about 50 minutes after the raising of the alarm, Arctic Wolf, a crab fishing vessel, informed Plutonas that they had found the seafarer floating in the water, head down, without a lifejacket and without a safety belt, with no signs of life. Another fishing vessel, Sunderoy, which was near the Arctic Wolf, lowered a boat, took the drowned man and delivered to Plutonas. The Bodø Port Rescue Centre was informed that the man was dead and there was no need to send the helicopter. The sea water temperature in the area where the man fell overboard was between 3 and 5 $^{\circ}\text{C}$.

4. ANALYSIS

The prevailing weather and sea conditions can be classified as storm conditions for the fishing ships such as Plutonas. People were working on the deck without safety belts, which had to be connected to safety ropes on the deck or to safety loops attached at workplaces where work with the trawl boards was performed. It is assumed that, had safety belts been used, the man would not have fallen onto the slip after slipping, and eventually would not have slid into the water.

The Master of the ship did not use the duty lifeboat for the quick lifting of the man overboard out of the water. It is assumed that, had the boat been used, it would have been possible to lift the seafarer out of the water alive.

The crew of the ship was formed in violation of the requirements laid down in the Minimum Safe Manning Certificate. The ship had no Officer in Charge of Navigation – Watch at all.

According to the Minimum Safe Manning Certificate, the ship had to have three qualified seafarers; there was only one, who perished. Five out of the six deck seafarers were not able to fulfil the Master's and the Chief Mate's instructions as they did not speak English and could not understand the instructions, whereas the Master and the Chief Mate do not speak Lithuanian or Russian and were not able to understand what the seafarers said.

Three out of eleven crew members were working on the ship without completing a course on personal rescue, fire prevention and safety, first medical aid, personal safety and social responsibility on ships and without holding relevant certificates.

The Master of the ship had not familiarised himself with and did not have the texts of Lithuanian legal acts governing marine operations or regulations on safety at work for fishing vessels, therefore, it is assumed, he did not draw up a death report and did not conduct an initial investigation into the accident.

5. CONCLUSIONS

The reason why the seafarer fell overboard is the failure to follow the safety at work regulations while performing deck works during a storm.

It is assumed that the man died in the arctic water due to the overall freezing of the body.

6. SAFETY RECOMMENDATIONS

1. Seivalas UAB is instructed (repeatedly) to strictly comply with the requirements of the Minimum Safe Manning Certificate in the formation of the ship crew.
2. Seivalas UAB is instructed not to hire, as members of the crew, persons who do not hold valid marine classification documents and certificates of completion of relevant training, e. g. SOLAS etc.
3. Seivalas UAB is instructed to hire the Master and other members of the crew in such a way that all the members of the crew would be able to freely communicate between themselves and fulfil instructions in a working language understandable to all of them.
4. Seivalas UAB is instructed to furnish the Master with the texts of Lithuanian legal acts (in the language understandable to the Master) on the basis of which he could direct actions of the crew in any situation.
5. Seivalas UAB is instructed to exercise continuous supervision over the preparedness of the crew of Plutonas ship for potential emergencies on the ship.
6. Seivalas UAB must inform, within six months the Marine Accidents and Incidents Investigation Manager about the implementation of the recommendations.

7. APPENDICES

Annex A. Top view of the deck of the ship

Annex B. Interior view of the deck of the ship

Annex C. Location of the man's falling onto the slip

Annex D. Wind forecasts for the area of the accident

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

Leonardas Vilimas

Chief Specialist,

Transport Accidents and Incidents Investigation Division

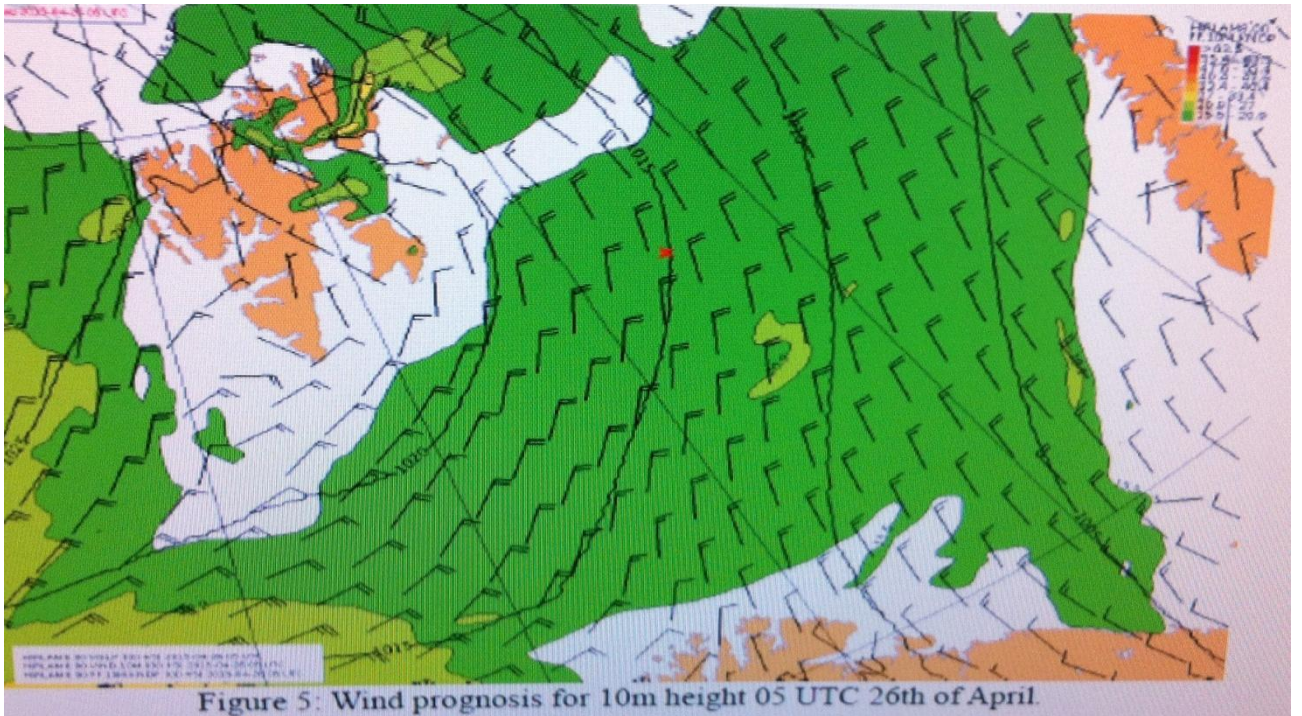
(Marine Accidents and Incidents Investigation Manager)

Annex A. Top view of the deck of the ship



Annex B. Interior view of the deck of the ship.



Annex C. Location of the man's falling onto the slip.**Annex D. Wind forecasts for the area of the accident**

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

Plaukiojimo rajonas*
Trading area*

Neribotas
Unlimited

* Jei nurodomas plaukiojimo laivas yra laikomas namu ir saugioji jūros sritis, jei išplaukiama į jūrą, laive yra ne mažiau kaip trys (3) patalpinimo pareigas atliemančių jūroje namu skaičius, nurodantys laivų turėtojų pavadinimą ir adresą.
* If specified in this document by outside of the safe (unmanned), when it proceeds to sea, cables not to number and grades capacities of per (unm) specified in the table (below).

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

*p. sąlygos, kokiomis arba sąlygomis turėtų būti laikomi.
*If any special conditions or conditions of any

****Or STCW-F Reg. II/1.**

*****Or STCW-F Reg. II/2.**

****/** Compulsory to hold GMDSS General Operator Certificate (STCW Reg. IV/2).**

*******At least 2/3 of the crew must be EU/EEA/Swiss citizens*******

Išduota Klaipėdoje, 2014 m. **gruodžio 16** d.

issued in Klaipėda on the **16** day of **December, 2014**
(month and year)

Galiojimo terminas (jei toks nustatomas) **neteterminuotas**
Date of expiry (if any) **without expiry**

(Atspaudas) **Eglė Petrauskienė**
(Signature) **Signature for and on behalf of the Lithuanian Maritime Safety Administration**

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