



**PKBWM**

PAŃSTWOWA KOMISJA BADANIA  
WYPADKÓW MORSKICH

**SIMPLIFI REPORT**

**123/19**

**serious marine accident**

**Fishing cutter KOŁ 212**

**Evacuation of crew members from the flooded cutter  
on 21 October 2019 on the Baltic Sea.**

**October 2020**



The investigation of a serious marine accident of the **fishing cutter KOŁ 212** was conducted on the basis of the Act of 31 August 2012 on the State Marine Accident Investigation Commission (Journal of Laws of 2019 item 1374, consolidated text) as well as norms, standards and recommended procedures agreed within the International Maritime Organisation (IMO) and binding on the Republic of Poland.

In accordance with the provisions of the above-mentioned Act, the objective of the investigation of a marine accident or incident is to ascertain its causes and circumstances in order to prevent future accidents and incidents and improve the state of marine safety.

The State Marine Accident Investigation Commission does not determine liability nor apportion blame to persons involved in the marine accident or incident.

The following report shall be inadmissible in any judicial or other proceedings whose purpose is to attribute blame or liability for the accident referred to in the report (Article 40(2) of the Act on the SMAIC).

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## 1. Facts

On 21 October 2019, around 7:30 a.m., while trawling in the Pomeranian Bay area [Figure 1], the mechanic of the fishing cutter KOŁ 212 noticed that the engine room was being flooded with water. He informed the skipper about it, and the skipper decided to stop trawling, haul in the net on board and place a portable electric pump in the engine room to pump out the water.

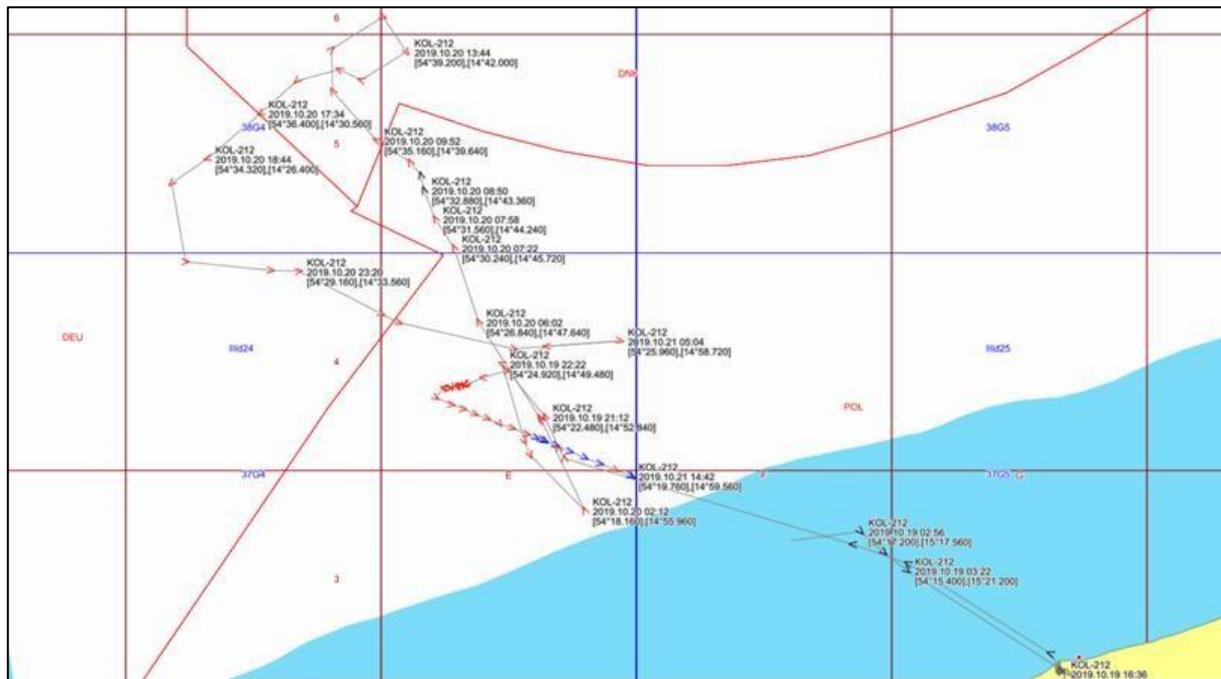


Figure 1. The fishing route of the cutter KOŁ 212 between 19 and 21 October 2019.

The pump capacity was too small to contain the inflow of water, causing the vessel to be flooded gradually. Around 08:30 a.m., the engine was flooded and the vessel lost its propulsion. Then, as a result of flooding of the generator, the electricity was lost and the pump pumping out the water stopped. The skipper informed the Witowo Radio coast station and the cutter KOŁ 196 located in the area of the incident about the situation via VHF on channel 16.

After about an hour, the rescue boat Cyklon and the search and rescue helicopter arrived at the scene, and the latter took the entire crew of the cutter. After agreeing with the MRCK, the crew of the rescue boat Cyklon transported two members of the KOŁ 196 crew to the KOŁ 212 cutter, and a pump from the Cyklon was also provided.

Around 12:00, the KOŁ 196 cutter, assisted by the rescue boat, started towing the KOŁ 212 to the port. At 7:45 p.m., both cutters moored in Kołobrzeg.



## 2. General information

### 2.1. Ship particulars

Name of the ship:	KOŁ 212
Flag:	Poland
Shipowner:	Spółka jawna (unlimited company)
Operator:	Spółka jawna (unlimited company)
Classification society:	PRS
Vessel type:	fishing cutter
Call sign:	SPG 2222
IMO number:	---
Gross tonnage [GT]:	39.00
Build:	1960
Machine power [kW]:	247
Width [m]:	5.20
Length overall [m]:	18.54
Hull construction material:	steel
Minimum crew:	3
Type of VDR (S-VDR):	none

### 2.2. Voyage information

Launch out for fishing.

Port of departure/port of destination: Kołobrzeg.

### 2.3. Marine accident or incident information

Kind:	serious marine accident
Date and time of event:	21 October 2019, 08:30 a.m.
Geographical position of the accident:	$\phi$ 54°24'N $\lambda$ 014°48'E
Geographical area of the accident:	Baltic Sea – Pomeranian Bay
Nature of the water region:	high seas
Weather during the event:	wind NE 3-4°B, sea state 2-3
Operating state of the vessel during the accident:	on the way



Place of the accident on the vessel:

engine room

Effects of the accident:

evacuation of crew members, flooding of the engine room.



*Photograph 1. Fishing cutter KOŁ 212*

#### **2.4. Information on shore services involved and rescue operation**

Entities involved:

SAR, Navy

Means used:

SAR-1500 type boats Cyklon and Szkwiał,  
W-3WARM search and rescue helicopter  
Anakonda

Speed of response, actions of rescue services:

Immediately after receiving the  
notification from the KOŁ 212 crew to the  
Witowo Radio coast station.

### 3. Description of circumstances of the accident

On 19 October 2019 at 4:36 p.m., the fishing cutter KOŁ 212 left the port of Kołobrzeg for fishing. The fishing grounds KołobrzESCO – Darłowo and Bornholm S were selected [Figure 2]. The crew of the vessel consisted of four people (skipper, senior fisher, mechanic and a cook with fisher's certificate).

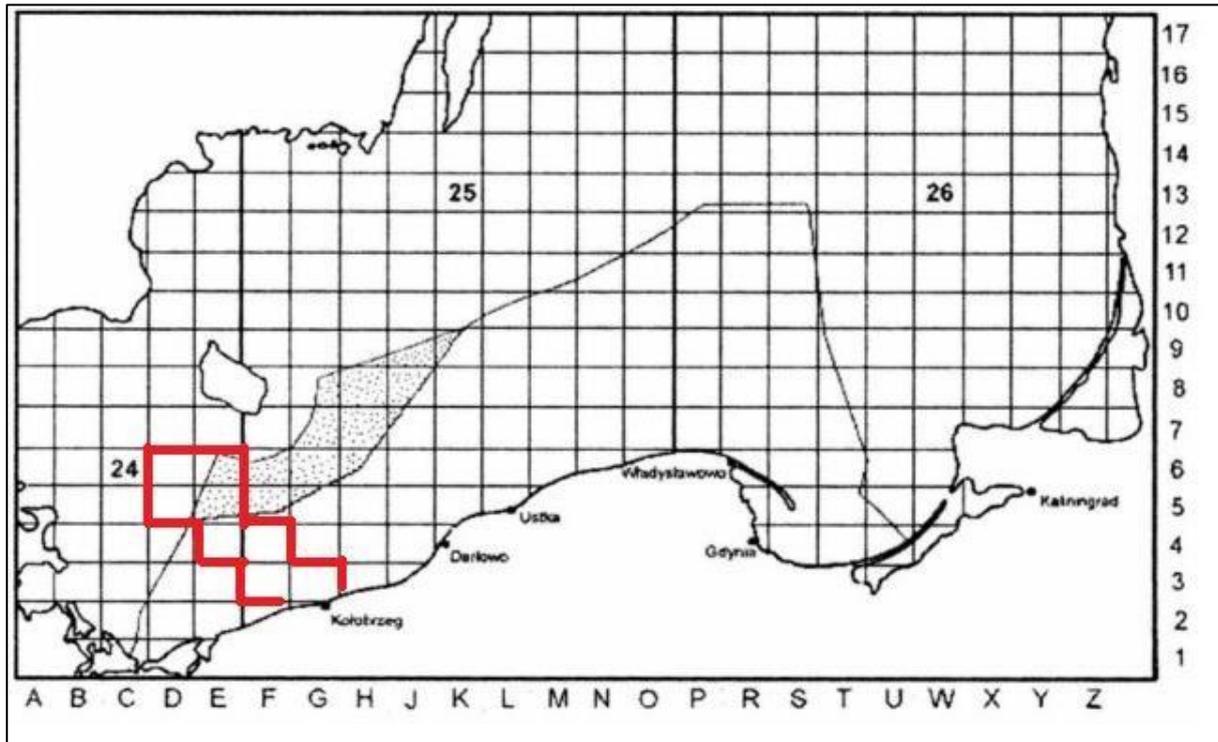


Figure 2. Fishing area (Fishing grid of squares).

On 21 October around 07:30 a.m., while trawling, the mechanic noticed that the engine room was being flooded with water. At that time, the senior fisher and the cook were in the hold, sorting out the caught fish. The vessel's skipper decided to stop trawling and haul in the net on board. At the same time, a portable electric pump was installed in the engine room to pump water out of the engine room. The pump capacity was too small to contain the inflow of water gradually flooding the vessel. The engine room compartment and the forecabin were flooded. High water level caused flooding of the engine and the loss of propulsion. At 08:24 a.m., the skipper of the vessel made a decision to call for help on VHF channel 16. At 08:25 a.m., the Witowo Radio coast station passed on the information to the Marine Rescue Coordination Centre (MRCC) that the KOŁ 212 vessel was taking in water and needed help. The skipper of the vessel also informed the nearby cutter KOŁ 196 about the situation.



*Photograph 2. Rescue boat Cyklon*

At 08:26 a.m., the skipper of the flooded vessel informed on VHF channel 16 that water was most likely pouring into the engine room through the shaft.

At 8:34 a.m., the rescue boat Cyklon [Photograph 2] launch out from Dziwnów, and about 10 minutes later the search and rescue helicopter Anakonda took off from Darłowo [Photograph 3].



*Photograph 3. Search and rescue helicopter Anakonda*

At 08:54 a.m., the crew of the rescue boat established communication with the crew of the cutter KOŁ 212 and ordered them to put on survival suits and prepare a life raft.

The flow of water continued.



At 09:20 a.m., the helicopter was at the scene and the evacuation of the crew from the cutter began [Photograph 4].



*Photograph 4. The rescue of the KOŁ 212 crew by the crew of the Anakonda helicopter.*

At 09:38 a.m., the entire crew was picked up and transported to Darłowo. None of the evacuated crew members required medical attention.

At 09:42 a.m., the rescue boat Cyklon came at the scene of the event. The rescuers inspected the flooded vessel and the incident area for oil spillage without boarding the abandoned vessel. Slow water intake and no oil spilling was determined.

At 10:38 a.m., after agreeing with the MRCK, one of the crew members of the cutter KOŁ 196 was transported to the abandoned vessel KOŁ 212 with the assistance of a rescue boat. A pump from the Cyklon boat was also provided.

After inspection of the KOŁ 212, the transported fisherman determined that the engine room and the engine were flooded with oily water and the forecabin was flooded with clean water to a height of about 40 cm. The hold was dry. After less than an hour, the second member of the KOŁ 196 crew was transported to the KOŁ 212. Around 12:10 p.m., after obtaining the consent of the MRCK, the cutter KOŁ 196 started towing the vessel KOŁ 212; the rescue boat remained in escort [Photograph 5].

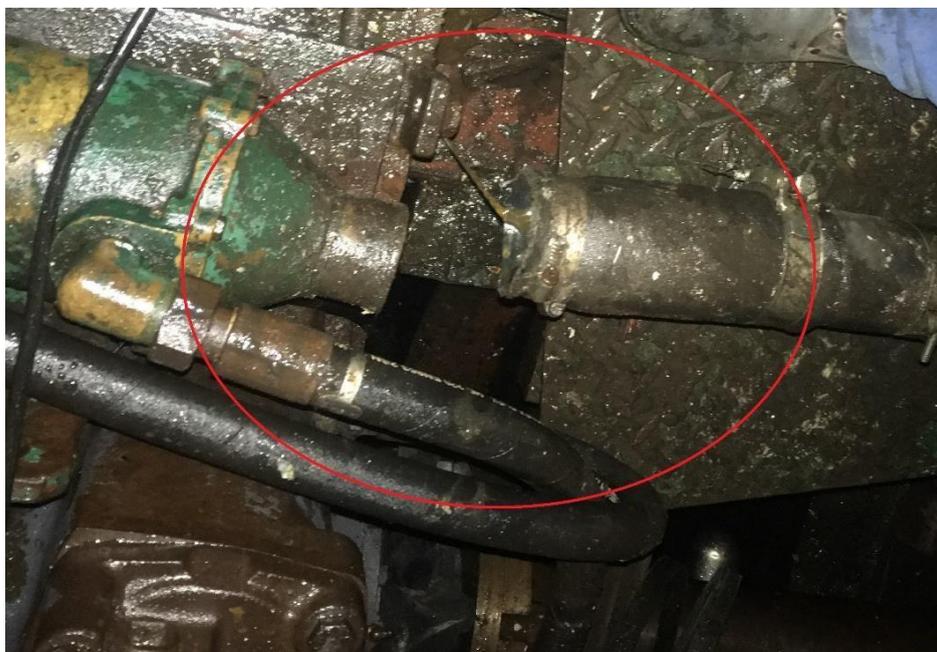
On 21 October at 7:45 p.m., both cutters moored safely in the port of Kołobrzeg.



*Photograph 5. Towing of the KOL 212 by the KOL 196 with the assistance of the rescue boat Cyklon.*

#### **4. Analysis and comments about factors causing the marine accident or incident with regard to examination results and expert opinions**

During the investigation, the Commission determined that the fishing cutter underwent a technical inspection carried by the PRS in accordance with the rules for classification and construction of small sea vessels one month before the accident. The classifier had no objections to the technical condition of the vessel.



*Photograph 6. The immediate cause of failure on the cutter KOL 212.*



#### **4.1. Mechanical factors**

During the inspection on the fishing cutter KOŁ 212, it was clearly established that the cause of the investigated accident was the disconnection of a rubber coupler (rubber pipe with metal clamps) which connected the pipe draining water from the oil cooler overboard [Photograph 6]. The running engine powered the pump which was pumping water into the cooler. Due to the fact that the coupler slid off, the seawater from the oil cooler did not pour out overboard but flooded the engine room.

#### **4.2. Human factors (fault and neglect)**

The crew did not turn off the engine, did not close the Kingston valves, did not diagnose the cause of the failure. The person in command of the vessel did not have experience as a skipper, as it was his first voyage on the KOŁ 212 cutter as the commander.

#### **4.3. Organisational factors**

The KOŁ 212 cutter became the property of a new operator 3 weeks before the accident. The technical condition of the vessel was determined as good on the basis of the current documents and the last inspection of the classifier. The cutter's crew did not have time to get acquainted with the proper technical condition and detailed structure of the vessel.

#### **4.4. The influence of external factors, including the marine-related ones, on the accident**

No external factors affecting the accident were found. Visibility and weather conditions were good.

### **5. Description of the investigation results, including safety issues and investigation conclusions**

The investigation into the causes of the marine accident which resulted in a partial flooding of the fishing cutter KOŁ 212 was carried out on the basis of hearings of the vessel's crew members who participated in the event, hearing of the operator, and on the basis of reports received from the emergency services and the radio communication operator.



As a result of the investigation, the Commission established that the immediate cause of flooding of the cutter was a mechanical failure consisting in disconnection of a flexible coupler connecting the pipe discharging water from the oil cooler overboard. The rubber element was most likely disconnected as a result of a crew member stepping on it or other pressure (e.g. a cargo box). The running engine powered the pump which was pumping water into the cooler. Due to the unsealing of the outlet cooling water pipe, the engine room was flooded. Due to the short period of work on the vessel and, consequently, the lack of experience and operational knowledge of the vessel, the commander decided to evacuate the crew and leave the cutter without establishing the cause of the failure. During the event, the crew did not diagnose the cause of the failure.

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## 8. Composition of the accident investigative team

Team Leader – Monika Hapanionek – Member of the SMAIC

Team Member – Grzegorz Suszczewicz – Vice Chairman of the SMAIC