



SMAIC

STATE MARINE ACCIDENT
INVESTIGATION COMMISSION

ANNUAL ANALYSIS

2022

MARINE CASUALTIES AND INCIDENTS



ANNUAL ANALYSIS 2022



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STATE MARINE ACCIDENT
INVESTIGATION COMMISSION



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1. INTRODUCTION

The State Marine Accident Investigation Commission (SMAIC), established by the Act of 31 August 2012 on the State Marine Accident Investigation Commission¹, hereinafter referred to as the Act, commenced its activities in May 2013 with the appointment of the third of its five statutory members by the Minister of Transport, Construction and Marine Economy.

The Commission conducts marine casualty and incident investigations under the Act and the Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code), adopted by the Maritime Safety Committee (MSC) of the International Maritime Organization (IMO)².

The objective of the investigation of a marine accident or incident is to ascertain its causes and circumstances to prevent future accidents and incidents and improve the state of marine safety.

The Commission does not determine, in the course of its investigation, liability or apportion blame to persons involved in a marine accident or incident, and investigation reports cannot be used as evidence in criminal or other proceedings to attribute blame or liability for the accident to which the report relates. This means that no adjudicating authority in such proceedings may rely on the information contained in the Commission's report as a basis for judgment.

The Commission is obliged under its legislation to investigate every very serious and serious marine casualty. A very serious casualty is an accident resulting in the total loss of the vessel, the death of a person or significant environmental damage. A serious casualty is an accident that results in, inter alia, immobilisation of the ship's propulsion system, extensive damage to accommodation, changes in the ship's stability, damage to the underwater part of the hull - such that the ship presents a hazard to the safety of persons or to the environment rendering her unfit to continue the voyage. A serious casualty also includes the infliction of environmental damage, including damage caused by pollution, or a breakdown with the need for the ship to be towed or assisted from shore.

However, in the event of a serious marine casualty, the Commission may, after a preliminary assessment of the causes, decide not to conduct an investigation. In the case of a less serious casualty or marine incident, the Commission decides either to proceed with the investigation or to abandon it. When making such a decision, the Commission considers the

¹ Act of 31 August 2012 on the State Marine Accident Investigation Commission (Dz.U.2019.1374 of 2019.07.24).

² Resolution MSC.255 (84) Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident.



gravity of the event, the type of vessel or cargo involved, and whether the findings of the investigation will contribute to the prevention of similar future marine casualties or incidents.

The Commission investigates marine casualties and incidents involving ships of Polish nationality and those flying a foreign flag, if the accident occurred on the Polish internal maritime waters or territorial sea. The Commission is obliged to undertake an investigation of an accident in respect of which Poland is a so-called Substantially Interested State (**SIS**), e.g. in the case where Polish seamen or passengers have died as a result of the marine casualty.

In each case, the Commission takes measures necessary to make a preliminary assessment of the causes of the marine incident or casualty and, based on the collected material, according to the legal acts described above, decides whether to abandon the investigation, abandon the ongoing investigation or continue the ongoing investigation.

The Commission's activities are governed by the provisions of the Act, as well as the SMAIC Regulations³.

³ Ordinance No. 22 of the Minister of Infrastructure of 13 October 2021 on the establishment of the rules of procedure of the State Marine Accident Investigation Commission and its seat.



2. INFORMATION ABOUT THE COMMISSION

Since 01.01.2022 the SMAIC is composed of the following persons:



Tadeusz Wojtasik - Chairman of the Commission - Master Mariner



Grzegorz Suszczewicz - Vice Chairman of the Commission - Master Mariner



Marek Szymankiewicz - Secretary of the Commission - Master Mariner



Monika Hapanionek - Member of the Commission - Chief Officer



Tadeusz Gontarek - Member of the Commission (in SMAIC since 01.01.2022) - Chief Engineer

There were no changes to the composition of the Commission during 2022.

The State Marine Accident Investigation Commission is an independent body. It operates under the authority of the minister in charge of maritime affairs. It is not an organisational unit subordinate to or supervised by the Minister of Infrastructure.⁴

The Commission's mailing and contact details:

Pl. Stefana Batorego 4, 70-207 Szczecin

Phone: +48 91 44 03 290,

E-mail: pkbwm@pkbwm.gov.pl

www.pkbwm.gov.pl

Emergency phone: 664 987 987 (24 h)

⁴ The seat of the Commission as of 01.06.2017 is Szczecin (Ordinance No. 12 of the Minister of Marine Economy and Inland Navigation of 15 March 2017).



3. ANALYSIS OF MARINE CASUALTIES AND INCIDENTS REPORTED IN 2022.

3.1. Notifications of marine casualties and incidents in 2022.

In 2022, the Commission has been notified about **168** marine casualties and incidents.

After a preliminary analysis of the notifications, the Commission concluded that:

- in **36** cases the notified event did not meet the criteria for a marine casualty as contained in the definition set out in Article 2(1)(1) of the Act on SMAIC⁵.
- in **64** cases the notified accidents were not investigated due to the provisions of Article 15(2) of the Act on SMAIC⁶.
- in **68** cases the Commission initiated further accident and incident investigations.

3.2. Breakdown of accidents and incidents by type.

The **68** investigated cases included:

- **7** very serious casualties (**V**),
- **16** serious casualties (**S**),
- **27** less serious casualties (**L**),
- **18** incidents (**I**).

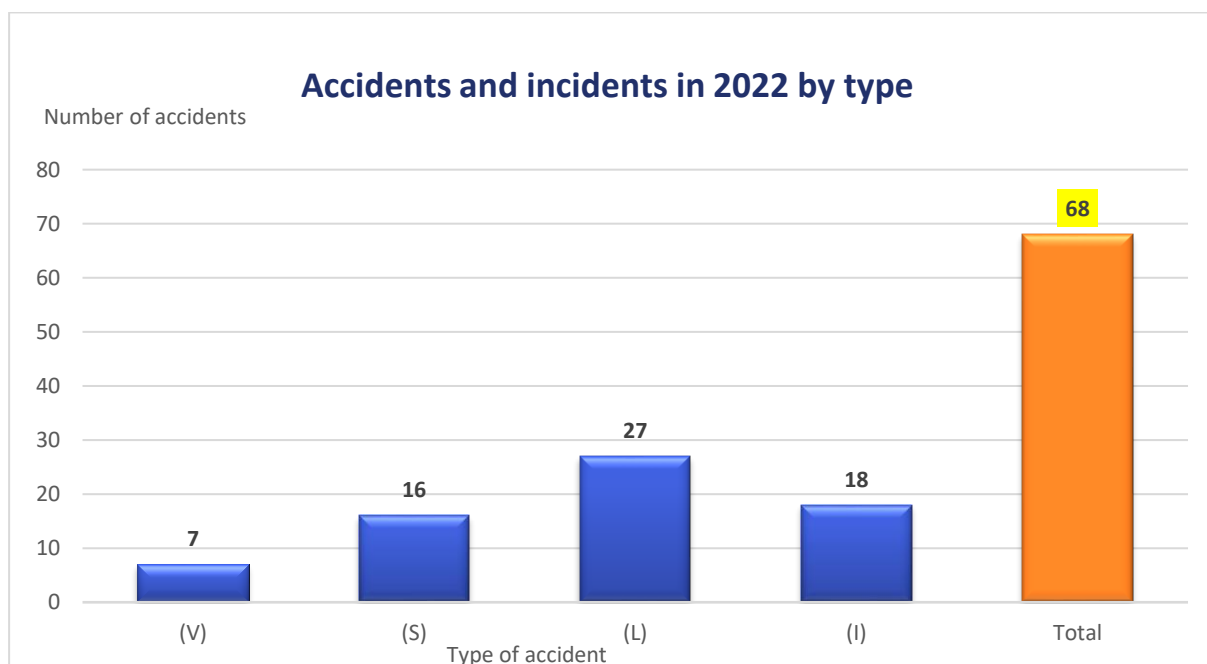


Figure 1. Breakdown of marine casualties and incidents in 2022 by type

⁵ The text of the footnote is included in the Extract from Regulations.

⁶ The text of the footnote is included in the Extract from Regulations.



3.3. Breakdown of the marine casualties and incidents by vessel type and her flag.

In 7 very serious casualties, a total number of 7 vessels were involved, of which 1 sank (a fishing boat).

The 68 investigated marine casualties and incidents involved a total number of 76 vessels.

They included:

Passenger vessels:

- 6 passenger ships,

Commercial vessels:

- 18 general cargo,
- 4 container ships,
- 4 bulk carriers,
- 3 Ro-Ro,
- 2 Ro-Pax,
- 1 tanker,
- 1 car carrier,

Fishing units:

- 7 fishing vessels,
- 3 fishing boats,

Yachts:

- 5 recreational motor yachts,
- 3 recreational sailing yachts,
- 2 commercial sailing yachts,
- 2 commercial motor yachts,

Service units:

- 7 tugs or towing units,
- 7 other service units,
- 1 dredger.

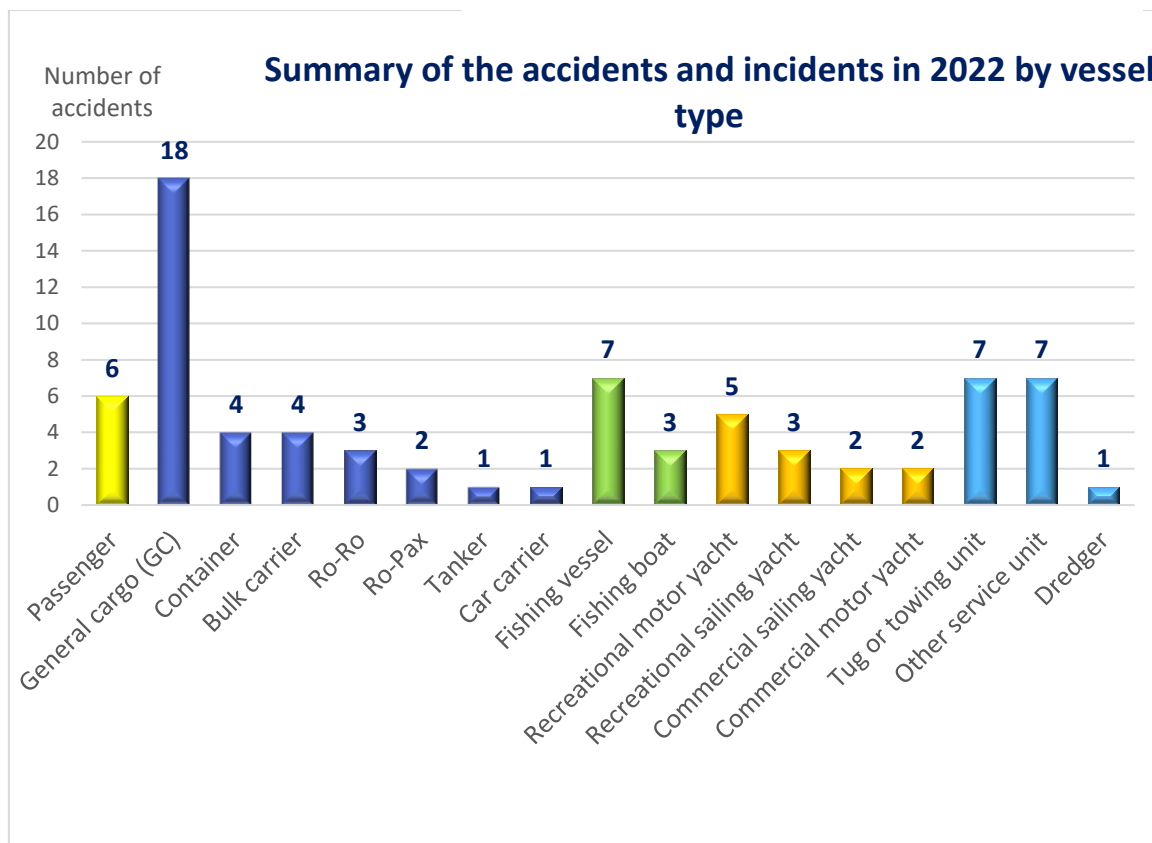


Figure 2. Breakdown of marine casualties and incidents in 2022 by vessel type



Breakdown of 76 vessels by their flag:

- 41 from Poland (PL),
- 6 from Cyprus (CY),
- 3 from Portugal (PT),
- 3 from the Netherlands (NL),
- 3 from Antigua and Barbuda (AG),
- 3 from the Commonwealth of the Bahamas (BS),
- 2 from Germany (DE),
- 2 from Denmark (DK),
- 2 from Sweden (SE),
- 2 from Vanuatu (VU),
- 1 from Belgium (BE),
- 1 from Norway (NO),
- 1 from Finland (FI),
- 1 from the USA (US),
- 1 from Panama (PA),
- 1 from Russia (RU),
- 1 from France (FR),
- 1 from Estonia (EE),
- 1 from Liberia (LR).

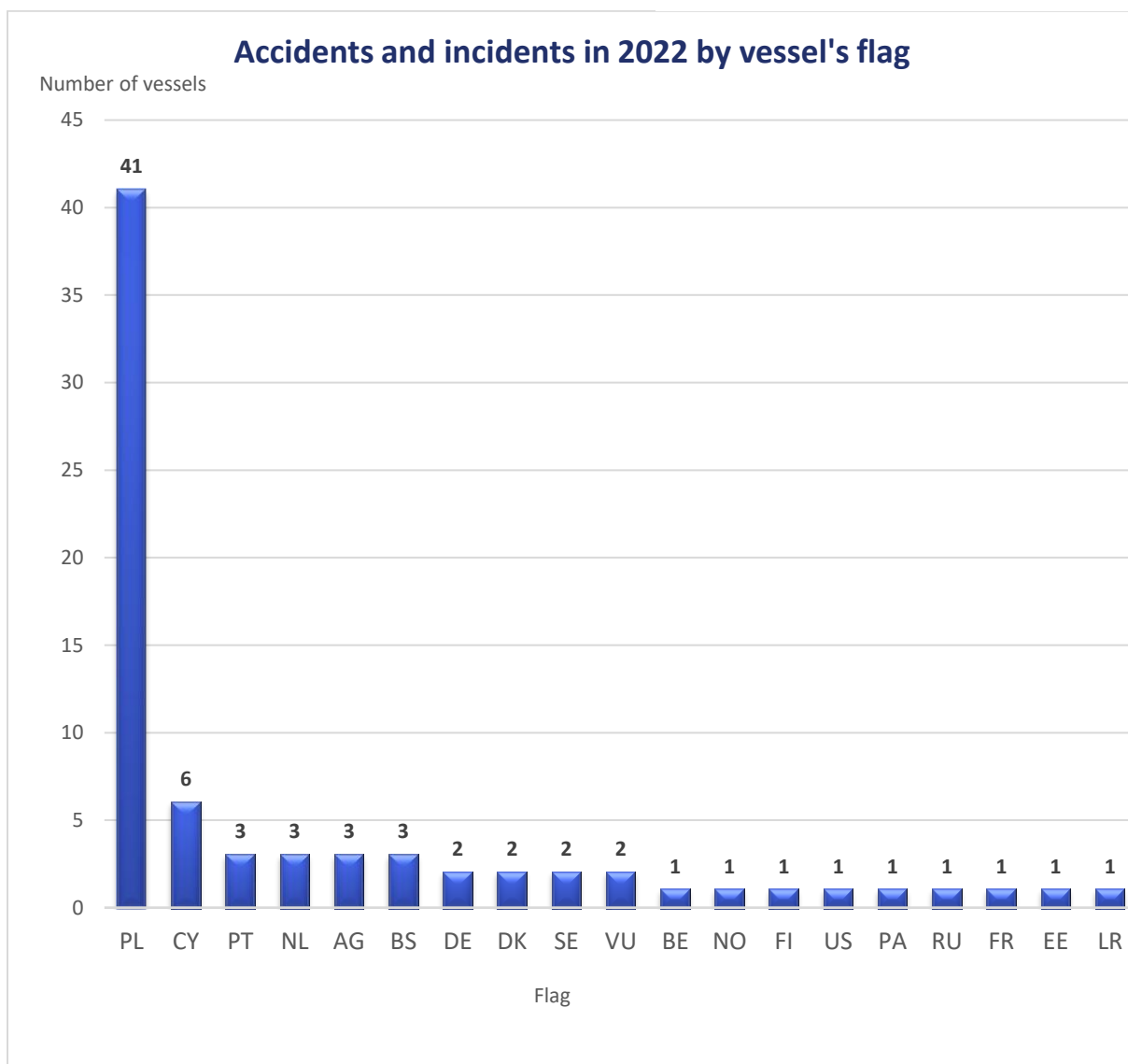


Figure 3. Breakdown of 76 vessels by hoisted flag

3.4. Breakdown of marine casualties and incidents by human participation (accidents with people).

As a result of 7 very serious casualties, 9 people died. Of these, 6 were crew members and 3 were passengers.

Overall, in all 68 cases investigated, 41 people suffered in accidents (27 crew members and 14 passengers).

The degree of impairment varied and so:

- 9 peoples died,
- 16 people suffered serious accidents requiring treatment for more than 3 days (72 hrs),
- 2 people were injured,
- 14 people were not injured.

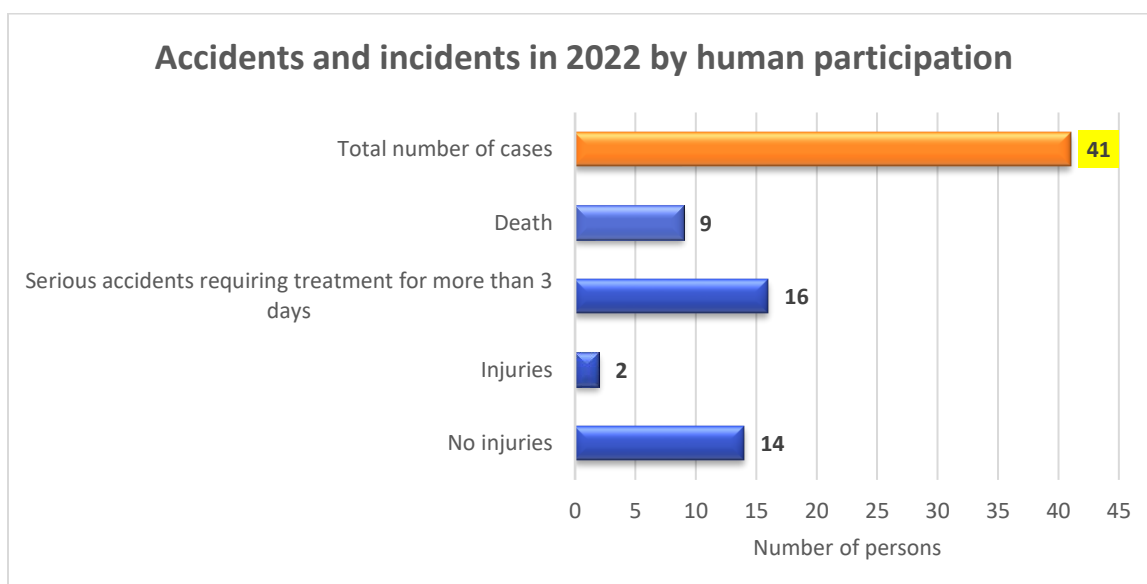


Figure 4. Breakdown of marine casualties and incidents by human participation

3.5. Breakdown of marine casualties and incidents by their location.

Out of the 68 marine casualties and incidents:

- 7 occurred on the deep sea (more than 12 Nm from the shore);
- 7 occurred on the territorial waters (up to 12 Nm from the shore);
- 41 occurred in Polish ports including:
 - 13 in Gdańsk,
 - 8 in Szczecin,
 - 5 in Gdynia,
 - 5 in Świnoujście,
 - 10 in other Polish ports;



- 7 occurred on the roads to Polish ports, including:
 - 1 on Gdynia roads,
 - 1 on Gdańsk roads,
 - 1 on Świnoujście roads,
 - 4 on other Polish ports' roads;
- 1 occurred on Polish internal water;
- 5 occurred on the roads to foreign ports.

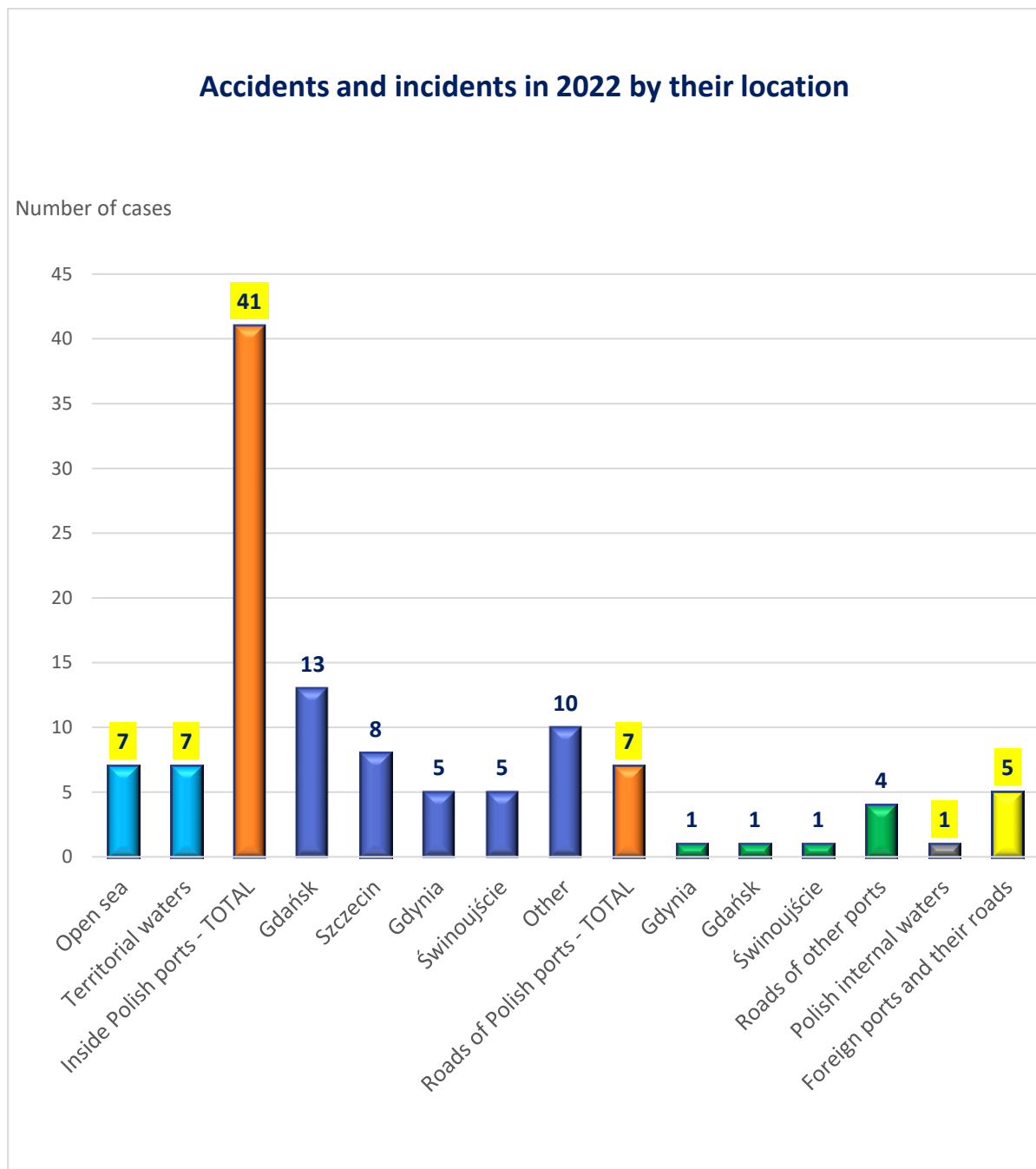


Figure 5. Breakdown of marine casualties and incidents by their location

3.6. Breakdown of marine casualties and incidents by their type.

Out of the **68** marine casualties and incidents investigated, the following occurred:

- **11** ships hit a structure, appliance or installation,
- **9** ships collided,
- **8** cases caused serious human injuries,
- **8** cases caused immobilisation of the vessels,
- **8** cases caused or threatened to cause environmental damage,
- **7** damage to the ship appreciably affecting her structure, manoeuvrability or operation, requiring major repairs,
- **5** death accidents,
- **5** ships run aground, came into contact with the sea bottom or hit an underwater obstacle,
- **3** ships were on fire, explosion,
- **2** ships sunk, were missed or lost in other way,
- **1** shifting or loss of cargo,
- **1** gross violation of ships traffic rules.

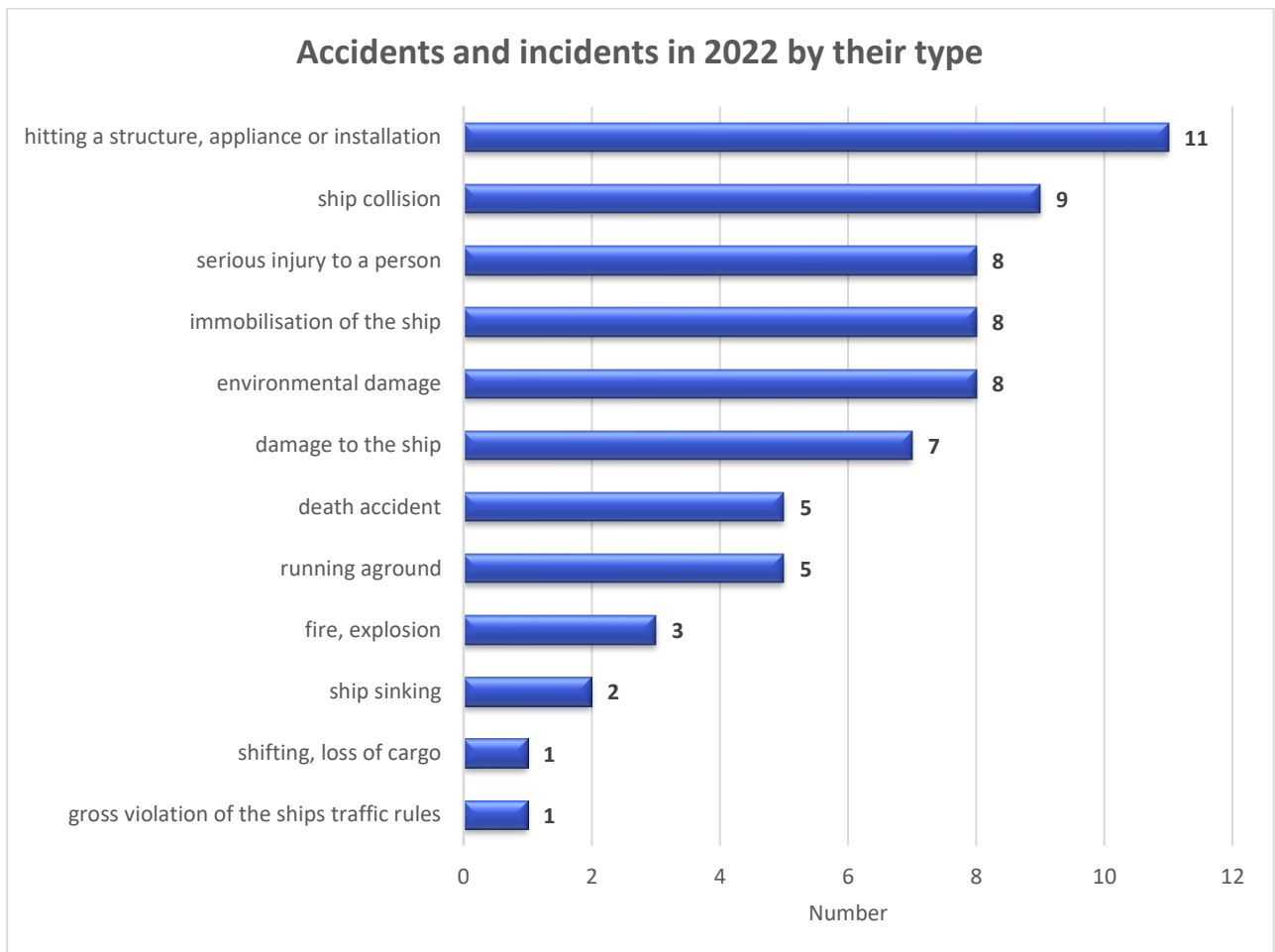


Figure 6. Breakdown of marine casualties and incidents by their type.



3.7. Assessing the rationale for continuing investigations.

Out of the **68** accidents and incidents reported in 2022 and initially investigated, after gathering the necessary information and evidence, the Commission adopted resolutions - considering the gravity of the event, the type of vessel or cargo involved and the belief that the results of the investigations would not contribute to the prevention of future marine casualties and incidents - that:

- in **12** cases it abandons the investigation pursuant to Article 20(2)⁷ of the Act on SMAIC,
- in **43** cases it abandons the investigation pursuant to Article 20(3)⁸ of the Act on SMAIC.

The Commission decided to conduct an investigation in **9** reported cases.

In agreement with other States substantially interested in the investigation of some of the above accidents, the Commission, pursuant to Article 21⁹ of the Act on SMAIC, decided to:

- investigate **9** cases independently:
 - WIM 002/22 WŁA-67
 - WIM 004/22 SMP Novodvinsk
 - WIM 013/22 Yachting
 - WIM 024/22 Delphia 24
 - WIM 044/22 Alina (GDY-346)
 - WIM 084/22 Wiatr SAR
 - WIM 114/22 Odys & TRD Voyager
 - WIM 133/22 Nordic Italia & DZI-18
 - WIM 139/22 Galar Gdański 1
- join the investigation of **4** cases conducted by other countries:
 - WIM 041/22 Irma (Cypr)
 - WIM 054/22 Curacao Pearl (Bahama)
 - WIM 143/22 Huckleberry Finn (Sweden)
 - WIM 159/22 Ary (Vanuatu)

⁷ The text of the footnote is included in the Extract from Regulations.

⁸ The text of the footnote is included in the Extract from Regulations.

⁹ The text of the footnote is included in the Extract from Regulations.



4. MARINE CASUALTIES AND INCIDENTS INVESTIGATIONS IN 2022

4.1. Publication of marine casualties and incidents investigation reports.

The Commission started the year 2022 with **10** ongoing investigations of marine casualties, which occurred in 2020 (**2** cases), and in 2021 (**8** cases).

Investigations of **13** marine casualties that occurred between 01.01.2022 and 31.12.2022 should be added to the above-mentioned cases.

During 2022, the Commission completed the investigations of **8** marine casualties and incidents, and published the final reports, including a report on **1** investigation conducted by another country (Portugal).

The dates of publication of the reports are shown in the table below.

Table 1. Publications of reports in 2022.

No.	WIM no.	Ship	Date	Date of report publication	
				Preliminary	Final
<i>Own investigations</i>					
1.	008/21	Fishing boat PSR -06	16/01/2021		January 2022
2.	028/21	sailing vessel Dar Młodzieży and the tug Fairplay IV	22/04/2021		March 2022
3.	033/21	m/v New Leo	15/05/2021		April 2022
4.	074/21	sailing yacht Scheria	20/07/2021		June 2022
5.	002/22	fishing vessel WŁA-67	09/01/2022		October 2022
6.	004/22	m/s SMP Novodvinsk	12/01/2022		September 2022
7.	013/22	sailing yacht 'Yachting'	23/02/2022		December 2022
<i>Investigations by other countries</i>					
8.	111/21	m/v Ilha da Madeira	02/10/2021		November 2022

The Commission has not completed its work on investigating the **15** marine casualties and incidents that occurred in:

- 2020 / **2** cases in which it joined investigations by other countries (Antigua and Barbuda, Portugal),
- 2021 / **3** cases in which it joined investigations conducted by other countries (Belgium, United Kingdom, The Commonwealth of the Bahamas),
- 2022 / **6** cases conducted as own investigations and **4** cases conducted by other countries (Cyprus, The Commonwealth of the Bahamas, Sweden, Vanuatu) with Poland as SIS.



4.2. Safety recommendations coming from accident investigations completed in 2021.

The Commission decided that, to emphasise the educational mission of the SMAIC, the most serious marine casualties investigated in 2022 should be recalled in this annual analysis. The following are excerpts from the reports regarding recommendations to improve the level of marine safety. The WIM number has been included next to each accident discussed to make it easier to find the content of the entire report on the SMAIC website (www.pkbwm.gov.pl).

4.2.1. WIM 008/21 Fishing boat PSR -06

As a result of its investigations, the Commission came to the following conclusions:

1. The fishing boat PSR-06, was not well suited for angling for two persons because of her instability with a risk of capsizing.
2. The actual course of this very serious casualty cannot be reconstructed from the gathered material. The available evidence is a sunken motorboat with a net wound around the engine housing and propeller and the bodies of the dead anglers found.
3. No third party involvement in this accident has been identified.
4. It was concluded from calculations that the simultaneous presence of two persons very close to each other in the area of the fishing boat's stern at one side could have caused the inner edge of this side and transom to come too close to the water surface and for water to enter the boat, resulting in her capsizing and flooding. Two examples of accidents that could lead to such a situation have been given:

- jointly taking a net from the water's depths,
- trying to help a companion who has fallen overboard.

Safety recommendations coming from the final report WIM 008/21 - Fishing boat PSR -06.

The State Marine Accident Investigation Commission dropped its recommendations due to the limited possibilities of establishing the cause of the accident and the death of the anglers.

4.2.2. WIM 028/21 sailing vessel Dar Młodzieży and the tug Fairplay IV

In the Commission's opinion, the following factors had a decisive influence on the accident that occurred aboard Dar Młodzieży:

- pulling abruptly the tow line that previously was completely slack,
- the victim staying on the aft deck, in an area that should be treated like a possible snap-back danger zone in case the tow line is ruptured,
- using a rope that was weakened through its previous use.



Safety recommendations coming from the final report - WIM 028/21 - sailing vessel Dar Młodzieży and tug Fairplay IV.

1. Gdynia Maritime University (operator of the sailing ship)

The State Marine Accident Investigation Commission recommends clear marking of snap-back danger zones for ruptured tow and mooring lines where nobody should stay during the operation of ropes under load.

The SMAIC also reminds of the statutory obligation to report a marine casualty or incident that binds the ship operator or Master concerned pursuant to the Article 47(3) of the Act on SMAIC (Journal of Laws of 2019, item 1374).

2. Fairplay Towage, Sp. z o.o. Sk. k (limited partnership, operator of the tug boat)

The State Marine Accident Investigation Commission recommends that training be provided for those tasked with the technical condition evaluation of HMPE-type ropes operated on tug boats.

In the SMAIC's judgement, ropes should undergo a condition check and qualification for further operation more frequently than once every six months. The SMAIC also recommends that the proper use of lines consisting of sections of joined spliced ropes and the selection of a polyester rope which is to compensate for any abrupt tension variations in HMPE ropes be consulted with the rope manufacturer.

The SMAIC recommends that training be provided for tug boat crews so that they learn the properties of HMPE ropes and rules for their use during towing operations.

4.2.3. WIM 033/21 m/v New Leo.

The Commission considered that the factors that had a decisive influence on the occurrence of this marine casualty were:

- poor organisation of work on the bridge,
- lack of on-going determination of the position, and
- lack of proper observation.

Safety recommendations coming from the final report - WIM 033/21 - m/v New Leo

The State Marine Accident Investigation Commission finds it advisable to address the following safety recommendations that constitute proposals for measures which could help prevent similar casualties in the future to the following entities.



1. Pilot station

The pilot's work requires continued vigilance while piloting ship under any weather conditions. The pilot needs to work in bright or low light depending on the weather or time of day. This profession requires special psychical and technical aptitude.

The State Marine Accident Investigation Commission recommends the introduction of an internal obligation to have eye examinations at well-established eye clinics or by doctors licensed to carry out dark-room¹⁰ tests.

In addition, the SMAIC recommends that this report be used in the training program for marine pilots in line with the provision of Annex 1 to IMO Resolution A.960(23)¹¹.

4.2.4. WIM 074/21 – sailing yacht Scheria

The immediate cause of this very serious marine casualty - the skipper's falling overboard - was lack of care, consisting in the mainsail boom not being properly secured during the lowering of the sail and its furling, and also the failure to steer the yacht close hauled during this operation. In addition, the yacht was affected by a fairly high wave of up to 1.5 m, which caused her rolling, resulting in the loose boom hitting the skipper's chest, causing him to fall overboard.

Safety recommendations coming from the final report WIM 074/21 - sailing yacht Scheria.

The SMAIC considered that the contents of the report describing yet another very serious marine casualty where a crew member hit by a boom fell overboard and sank should serve as a further warning to yachtsmen on how to stay and work safely in all weather conditions.

4.2.5. WIM 002/22 – fishing vessel WLA-67

The Commission assumed that the factors that contributed to this very serious marine casualty were as follows:

- mechanical factors: caused by the loss of watertightness in the fishing vessel's engine room, most likely due to a leak from the flexible joint of the main engine's seawater cooling system, and a failure of the high-water level alarm of the engine room bilges,
- human factors: lack of regular checks on the correct operation of the high-water level alarm of the engine room bilges,

¹⁰ Mesopic vision testing equipment.

¹¹ *Recommendations on training and certification and on operational procedures for marine pilots other than deep-sea pilots.*



- organisational factors: lack of adequate procedures/practices to carry out regular inspections of the engine room during the entire period when the vessel is at sea.

Safety recommendations coming from the final report WIM 002/22 - fishing vessel WŁA-67.

The State Marine Accident Investigation Commission, taking into account that the shipowner has terminated his fishing activity after the loss of the only one fishing vessel, has refrained from issuing recommendations to him. At the same time, bearing in mind the safety of fishing vessels, the Commission recommends to the crews of fishing boats and vessels to regularly check the correct functioning of the 'high-water level alarm of the engine room bilges' before each fishing voyage and to make regular safety rounds to detect hazards.

1. Polish Register of Shipping

The State Marine Accident Investigation Commission found justified to make safety recommendations, proposing measures that may contribute to the prevention of similar accidents in the future.

The Commission recommends that the provisions of Part VI 'Machinery and Piping System' of the current 'Rules for the Classification and Construction of Small Sea-going Ships', dated 1 January 2016, shall be extended to cover older vessels, built or refitted before 1 January 2016, to include the requirement from point 15.1.9. and dealing with the type and design of non-metallic flexible joints used in considered and approved by PRS systems for cooling water, liquid fuel and lubricating oil.

At the same time, the Commission proposes to consider amending the provisions related to the classification of small sea-going vessels so that the hitherto recommended fitting of a ship with a 'high-water level alarm system of the engine room bilges' will become mandatory, certified by the Polish Register of Shipping. This obligation should also cover small sea-going ships already equipped with 'high-water level alarm system of the engine room bilges', installed by shipowners earlier on their own initiative.

4.2.6. WIM 004/22 – m/s SMP Novodvinsk

The Commission concluded that the factors directly causing the SMP Novodvinsk to run aground were collectively:

- technical problems (gyrocompass failure),
- difficult hydrometeorological and navigational conditions (reduced visibility after entering the open waters of the Szczecin Lagoon without the possibility of visually observing the navigational marks, limitation of manoeuvrability of the 118 m long vessel in relation to the



width of the navigational channel, the effect of the wind and possible cross-current after passing the 1st Route Gate),

- accuracy of navigation equipment indications,
- human factors (misunderstandings about commands on the rudder, lack of flow of information about changes in compass course values, maintaining excessive vessel speed, operation of the vessel's propulsion propeller astern by the captain without consulting the pilot).

Safety recommendations coming from the final report WIM 004/22 - m/s SMP Novodvinsk

The State Marine Accident Investigation Commission considered it reasonable to address safety recommendations, which are suggestions for actions that could help prevent a similar serious marine casualty in the future, to:

1. Pilot Station – Szczecin Pilot

The Commission recommends the Szczecin Pilot Sp. z o.o. to familiarise all pilots with this report, in particular with the obligation to report malfunctions of vessel's equipment, discussed in section 4.3, which are critical for safe navigation of the vessel in the pilotage area. The presented analysis of the causes of the accident should be taken into account when estimating the risk for the safe performance of the pilotage service with a malfunctioning gyrocompass and reduced visibility.

4.2.7. WIM 013/22 – sailing yacht ‘Yachting’

In the Commission's opinion, a lack of adequate nautical training and limited knowledge about their own capabilities for sailing on the Baltic Sea during a strong winter storm led to a sequence of events initiated by a crew member falling overboard and ended on the rescue vessel's tow.

Safety recommendations coming from the final report WIM 013/22 - sailing yacht ‘Yachting’

The State Marine Accident Investigation Commission has found justified to make recommendations to improve safety on sea yachts to OK Events Kasper Orkisz - operating under the name Premium Yachting.

1. Premium Yachting

In connection with the business of chartering seagoing sailing units, the Commission draws attention to the need for a careful and fully controlled system to prepare the units from a technical point of view. Those responsible for the preparation and delivery of the yachts to charterers should be suitably qualified and have the required knowledge in relation to the activities performed.



2. Recommendations for the sailing community

The State Marine Accident Investigation Commission addresses the content of this report to the widely understood sailing community.

Let the results of the investigation of the accident that occurred on the sailing yacht 'Yachting' in connection with her tourist voyage on the Baltic Sea during the winter season be a warning to subsequent crews intending to sail on the sea during this particular time.

The accident described here (serious marine casualty), as well as previous reports of the State Marine Accident Investigation Commission on similar events on yachts, should become an incentive to analyse all the factors that determine safety during a sea voyage. The catalogue of these factors is exceptionally large. It has also been expertly described in guides written by experienced sailors.

In relation to the accident described, it was particularly important to:

- follow the weather conditions and analyse weather forecasts from reliable sources well in advance,
- 'man overboard' manoeuvres. This is a basic manoeuvre to be performed to rescue a crew member who has fallen overboard. It should be practised in extremely wind and wave conditions using sail, sail and engine, as well as on the engine itself. We cannot learn this manoeuvre by reading manuals. This skill and proficiency determine the life of a crew member who has fallen overboard. It is important to remember that most accidents involving a member of the yacht's crew falling overboard occur while working on the mainsail,
- familiarisation with storming techniques. Unfortunately, an unforeseen deterioration of the weather conditions can occur at any time, and even more so during the winter season. Storming techniques are highly dependent on the size and type of the yacht.
- the ability to draw knowledge from navigational publications, especially from Sailing Directions¹², which provide detailed information about the areas on which the voyage is planned.

¹² Sailing Directions - A type of nautical guide, a detailed description of a particular sea area, with information relevant to maritime safety described.



Summary of the Commission's safety recommendations issued between 01.07.2021 and 30.06.2022 and the reaction of the entities to which these recommendations were addressed.

Table 2. Summary of the SMAIC safety recommendations

No.	WIM No.	Vessel name	Date of report publication	Entity to which the recommendations were addressed	Date of sending the report	Deadline for reply	Date of reply received	Implementing recommendations
1	050/20	Uran	June 2021	Minister in charge of maritime affairs	17/07/2021	w/out reply	x	x
2	065/20	Viking III	July 2021	Minister in charge of maritime affairs	23/07/2021	w/out reply	x	x
3	041/20	Norman	October 2021	Minister in charge of maritime affairs	29/10/2021	w/out reply	x	x
				Pilot Station Świnoujście-Szczecin	15/11/2021	15/05/2022	14/05/2022	x
				Shipowner (ship manager)	15/11/2021	15/05/2022	no reply from the Latvian shipowner	
				Portuguese Commission (as SIS)	16/11/2021	w/out reply	x	x
4	102/20	Euro Trader	November 2021	Minister in charge of maritime affairs	22/11/2021	w/out reply	x	x
				Świnoujście-Szczecin Pilot Station	04/01/2022	w/out reply	x	x
				Shipowner (ship manager)	24/11/2021	24/05/2022	No reply from the Hong Kong shipowner	
5	109/20	Leikværing	December 2021	Minister in charge of maritime affairs	08/12/2021	w/out reply	x	x



6	008/21	Fishing boat PSR-06	January 2022	Minister in charge of maritime affairs	13/01/2022	w/out reply	x	x
7	028/21	Dar Młodzieży and tug Fairplay IV	February 2022	Minister in charge of maritime affairs	11/03/2022	w/out reply	x	x
				Gdynia Maritime University (GMU)	16/03/2022	16/09/2022	06/09/2022	x
				Fairplay	14/03/2022	14/09/2022	07/09/2022	x
8	033/21	New Leo	April 2022	Minister in charge of maritime affairs	27/04/2022	w/out reply	x	x
				Świnoujście-Szczecin Pilot Station	27/04/2022	27/10/2022	27/10/2022	x
9	074/21	Scheria	June 2022	Minister in charge of maritime affairs	08/06/2022	w/out reply	x	x



5. WARNING OF A POSSIBLE DANGER (EARLY ALERT)

In 2022, the Commission has not published warnings of possible danger.

6. COOPERATION WITH OTHER ENTITIES AND ORGANISATIONS.

It should be noted that in 2022 the Commission worked closely with organisations investigating accidents involving ships flying other flags.

When it is necessary to investigate a marine casualty or incident outside their own countries, accident investigation commissions assist each other by delegating the conduct of such investigations to the commission of the country where the event occurred or to the flag state. During the investigation of the 3 accidents in 2022 by other States, the Commission joined these investigations as a Substantially Interested State -SIS.

WIM 041/22 - very serious marine casualty on board the Cypriot flagged vessel 'Irma', 3/E of Polish nationality died as a result of probable methyl hydrate poisoning. Investigation conducted by The Marine Accidents and Incidents Investigation Committee (MAIC) of Cyprus.

WIM 054/22 - very serious marine casualty on the Commonwealth of the Bahamas flagged vessel 'Curacao Pearl', in which a Bosun of the Polish nationality died as a result of serious injuries caused by a fall from a ladder into the ship's hold. Investigation conducted by the Bahamas Maritime Authority (BMA).

WIM 143/22 - a serious marine casualty on board the Swedish flagged vessel 'Huckleberry Finn' berthed in the port of Trelleborg. A crew member suffered extensive internal injuries as a result of being crushed by a manoeuvring vehicle. Investigation conducted by the Swedish Accident Investigation Authority (SHK).

WIM 159/22 - a very serious marine casualty on board Vanuatu flagged vessel 'Ary' that occurred in the Dutch port of Lauwersoog, where a Polish crew member attempted to jump from the quay onto the deck of the vessel 'Ary', but fell into cold water and died shortly after the accident. This report has been prepared by the Vanuatu Flag Administration and has not been consulted with the Dutch Safety Board (DSB) and the SMAIC as the SIS.



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9. EXTRACT FROM THE REGULATIONS.

Act of 31 August 2012 on the State Marine Accident Investigation Commission (Journal of Laws of 2019, item 1374)

Footnote [5]

Article 2.

1. Art. 2. 1. Whenever the act mentions:

1) a marine casualty – it should be understood as an event, or a sequence of events, that has resulted in any of the following which has occurred directly in connection with the operations of a ship directly related to the operation of the vessel, in which the following occurred:

- a) the death or serious injury to human health, or
- b) the loss of a man stationed on a vessel, or
- c) the sinking, loss of, or loss of the vessel in a different way, or
- d) the damage to the vessel, affecting to a large extent its design, manoeuvrability, or operational ability, requiring major repairs, or
- e) the vessel's grounding, contact with the bottom, hitting an underwater obstacle, the immobilization of the vessel or the collision of vessels, fire, explosion, impact on the structure, device or installation, shifting of cargo, damage caused as a result of unfavourable weather conditions, damage by ice, cracking the hull or suspected damage to the hull, or
- f) a significant damage caused by the vessel to the port infrastructure, infrastructure providing access to ports or harbours, installations or structures on the sea, causing a serious threat to the safety of the vessel, other vessels or persons, or
- g) harm to the environment or danger of causing such harm by the vessel



– however, a marine casualty shall not be considered a conscious act or omission taken with the intent to breach the security of the vessel, causing personal injury or damage to the environment;

Footnote [6]

Article 15.

2. The Commission shall not investigate marine casualties and incidents:

1) involving exclusively:

- a) vessels of the Navy, Coastguard or Police,
- b) vessels without mechanical propeller or wooden vessels of simple construction;

2) involving exclusively:

a) other vessels than those referred to in point 1 letter a, vessels performing only a special state duty or operated by the State for non-commercial purposes,

b) fishing vessels of an overall length up to 15 m,

c) recreational yachts,

d) vessels and floating objects composing the towing unit other than the towing vessel

- with exception of very serious casualties;

3) on fixed offshore platforms, in which the sea-going vessels have not participated.

Footnote [7]

Article 20.

2. After the initial assessment of the causes of a serious casualty, the Commission may decide to withdraw from the investigation.

Footnote [8]

Article 20.

3. In the event of an accident other than a casualty, referred to in paragraph 1, or a marine incident, the Commission shall decide either to undertake the investigation or to withdraw from it.

Footnote [9]

Article 21.

1. The Commission shall carry out the investigation of a marine casualty or incident individually.

2. The Commission may:



1) transfer the management of the investigation of a marine casualty or incident to a state other than the Republic of Poland which is substantially interested in a marine casualty or incident;

2) allow to participate in the investigation of a marine casualty or incident another state than the Republic of Poland significantly interested in a marine casualty or incident;

3) join in the investigation of a marine casualty or incident conducted by another state than the Republic of Poland substantially interested in a marine casualty or incident.

3. A state substantially interested in a marine casualty or incident, hereinafter referred to as a 'substantially interested state (SIS)' shall be deemed a state:

1) of the flag of a vessel involved in a marine casualty or incident, or

2) a coast, in whose internal waters or territorial sea a marine casualty or incident has occurred, or

3) whose natural environment, including water and territory, under the jurisdiction of that state, suffered a major damage as a result of a marine casualty, or

4) which in regard to artificial islands, installations and structures under the jurisdiction of that state, has suffered damage as a result of a marine casualty or incident, or injury, or prospective injury, or

5) whose citizens suffered death or a serious injury as a result of a marine casualty, or

6) possessing relevant information, which the Commission considered useful in the investigation of the causes of a marine casualty or incident, or

7) which is otherwise interested in the investigation of a marine casualty or incident and considered essential by the Commission.