



20<sup>th</sup> of February 2019

To: State Maritime Accident Investigation Commission

Re: **m.v. Kamelia - IMO –lost control on 23.07.17 fairway to Szczecin**

The following action had been taken by Hansa Ship Management OU in order to avoid similar occurrence in future:

**Corrective and Preventive action taken**

- a) SMS procedure “ Safety Navigation” was evaluated and updated. The updated version of procedure had been sent to all company ships. Master and nautical officer were familiarized with procedure.
- b) Company Safety Manager instructed master to use only “ hand steering” mode and avoid change of steering mode within passage in congested water, on arrival/ departure port and canals/ fairway. The steering of the ship should be arranged by experience ship’s crew.
- c) Company Safety Manager conducted training with master and nautical officers with SMS procedure “ Navigation in congested waters” , “Bridge procedure guide 2016”, chapters: 2.4.2, 2.4.5, 2.4.6, 3.4, 3.6 and maneuvering data of the ship.
- d) The company information letters with details of steering gear failure and root caused was to send to all company ship’s with request master to conduct extraordinary inspection related equipment and arrangements and conduct nautical officers training with updated procedure.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Sergei Lunjov', is written over a horizontal line.

Sergei Lunjov/DPA