



SMAIC

STATE MARINE ACCIDENT
INVESTIGATION COMMISSION

ANNUAL ANALYSIS

2015

MARINE CASUALTIES AND INCIDENTS



Table of Contents	page
1. Introduction.....	3
2. Information about the Commission	4
3. A number of notifications about marine casualties and incidents and a number of initiated investigations.....	5
4. A number of investigations completed in 2015 and a number of published reports	6
5. A list of marine casualties and incidents according to type.....	8
5.1. Accidents involving people	10
6. Regions where marine casualties and incidents occurred.....	11
7. Types of vessels participating in marine casualties or incidents	13
7.1. Accidents of yachts.....	15
8. Division of vessels according to the Flag	16
9. Distribution of marine casualties and incidents over a year	18
10. Consequences of marine casualties.....	18
11. Causes of marine casualties and incidents	20
12. Safety recommendations.....	22
12.1. A list of issued recommendations, description of measures taken by the parties to which the recommendations were directed and description of reasons why the recommendations failed to be followed.....	23
13. Warning about a possible danger (early alert)	28
14. Cooperation with substantially interested states	28



1. Introduction

The State Marine Accident Investigation Commission (SMAIC) was established by the Act of 31 August 2012 on the State Marine Accident Investigation Commission (Journal of Laws, item 1068). The Commission began its activity on 6 May 2013 upon the appointment by the Minister of Transport, Construction and Maritime Economy of a third one of the statutory five members of the Commission.

The investigation of marine casualties and incidents has been conducted by the Commission under the act and the Code of International Standards and Recommended Practices for the investigation of marine casualties and incidents adopted by the Maritime Safety Committee of the International Maritime Organisation (Casualty Investigation Code).

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

In the course of investigation the Commission does not determine liability nor apportion blame to persons involved in the marine accident or incident and the investigation reports 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. It means that none of the organs adjudicating in such proceedings can refer to the information included in the report of the Commission.

The Commission shall examine any very serious or serious marine casualty. A very serious marine casualty means an accident involving the total loss of a vessel, a human death or a severe damage to the environment. A serious marine casualty is an accident which results, among other things, in the damage to the propulsion of a vessel, an extensive damage to the superstructure, changes in the ship's stability, a damage to the underwater part of the hull, a damage to the environment, including pollution and a failure resulting in the need to tow the vessel or to apply help from the land.

In the event of a serious marine casualty the Commission may withdraw from the investigation after a preliminary assessment of the reasons for its occurrence. In the event of an accident other than a very serious or serious marine casualty or in the event of an incident, the Commission decides to undertake the investigation or to renounce it. When making the decision the Commission shall take into account the gravity of the occurrence, the type of a



vessel or cargo, and whether the results of the investigation shall contribute to the prevention of marine casualties and incidents in the future.

The Commission shall investigate marine casualties and incidents, which involve vessels of Polish nationality, vessels of foreign nationality if the accident occurred on the Polish internal waters or the territorial sea. The Commission is obliged to initiate the investigation of the accident in relation to which Poland is a substantially interested state, i.e. in the event when Polish seafarers lost their lives or received serious injuries in a marine casualty.

2. Information about the Commission

In 2015 the SMAIC was composed of the following persons:



Cezary Łuczywek – the Chairman
of the Commission



Marek Szymankiewicz – the Secretary
of the Commission



Krzysztof Kuropieska – the Member
of the Commission



Tadeusz Gontarek – the Member
of the Commission

The SMAIC is an independent body. It acts at the minister competent for the maritime economy but it is not a section of the Ministry of the Maritime Economy and Inland Navigation. The Commission has its headquarters in the capital city of Warsaw.

The mailing address and contact data of the Commission are the following:

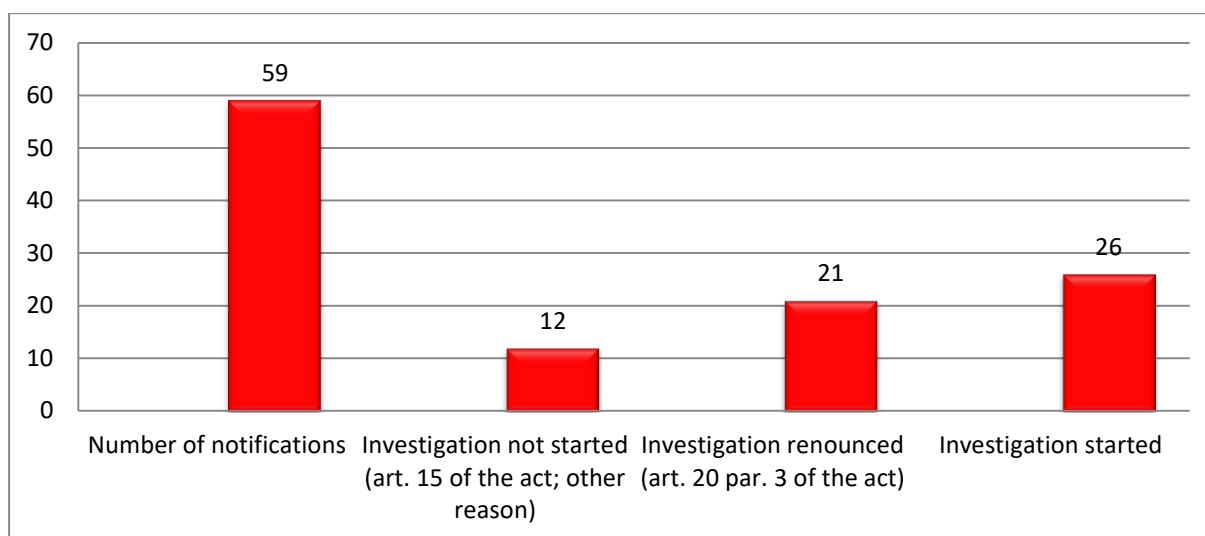
State Marine Accident Investigation Commission
ul. Chałubińskiego 4/6
00-928 Warszawa



tel.: +48 22 630 19 05, mobile: +48 664 987 987 (24h)
e-mail: pkbwm@mir.gov.pl
www.pkbwm.gov.pl

3. A number of notifications about marine casualties and incidents and a number of initiated investigations

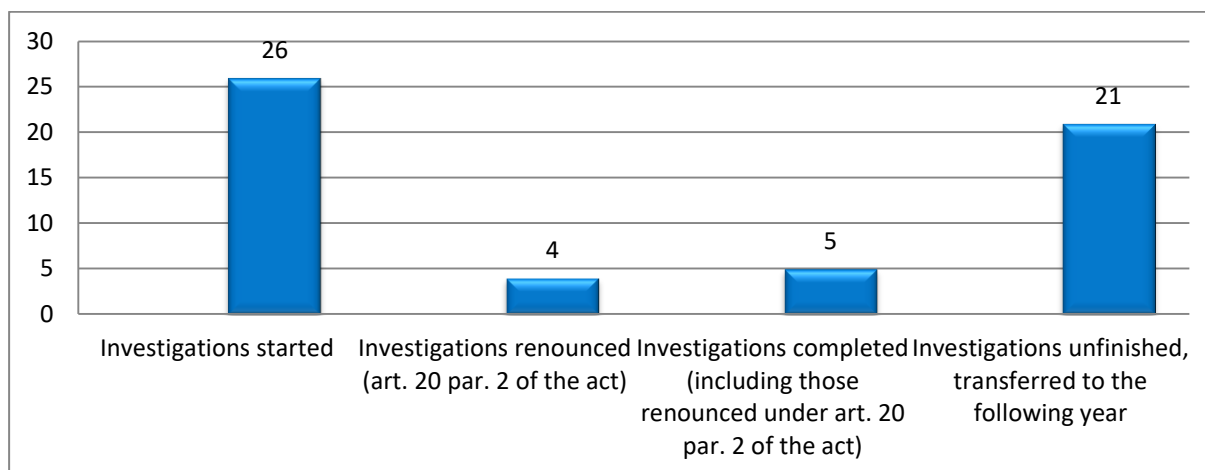
In 2015 the Commission received notifications about 59 marine casualties and incidents.



The Commission did not start the investigation in 12 cases. Among them, in 4 cases the Commission considered that the event, of which the Commission had been informed, did not meet the criteria of a marine casualty included in the definition of a marine casualty in the act on the State Marine Accident Investigation Commission. In the remaining 8 cases the accidents were not investigated by the Commission. Under the Art. 15 paragraph 2, subparagraph 2 point b and c of the act on the State Marine Accident Investigation Commission they were not very serious marine casualties and they concerned recreational yachts or small fishing vessels.

Given the gravity of the occurrence, the type of a vessel or carried cargo, the Commission renounce the investigation in 21 cases, recognizing that the results of the investigation would not contribute to the prevention of marine casualties and incidents in the future.

In the remaining 26 cases, the Commission initiated the investigations.



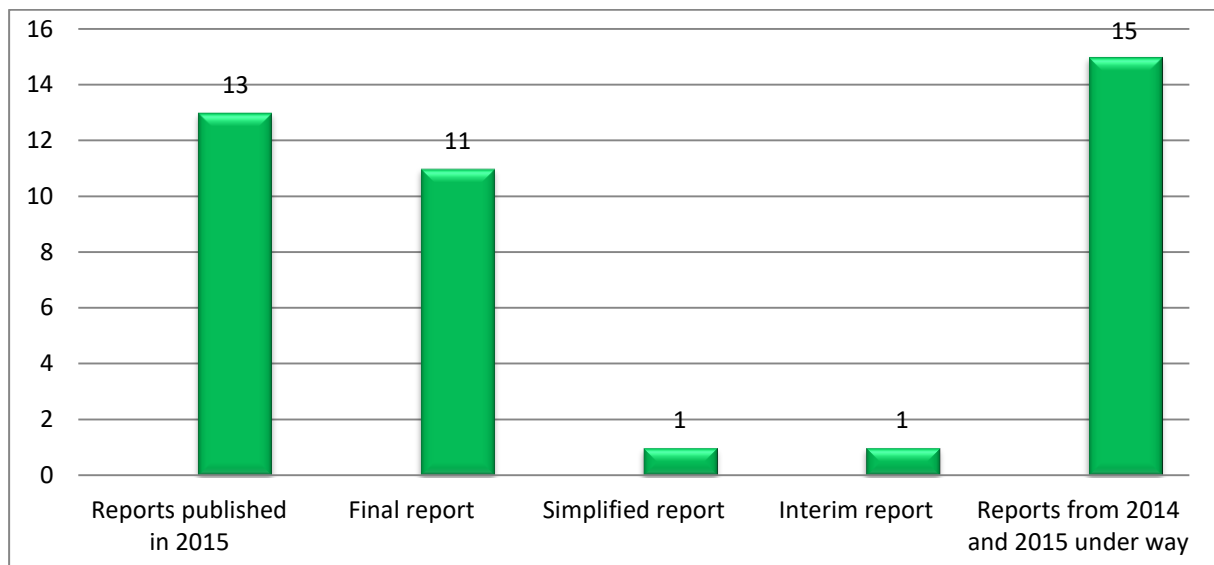
After making the initial assessment of the causes of each of these 26 cases, in 4 cases, the Commission decided to renounce the investigation recognizing that further examination would not contribute to the improvement of the safety at sea. These investigations were considered completed by the Commission. In 1 case (the accident of the tug boat *Amon*) the Commission completed the investigation and prepared the simplified report.

In 21 cases the Commission decided to continue the investigation.

4. A number of investigations completed in 2015 and a number of published reports

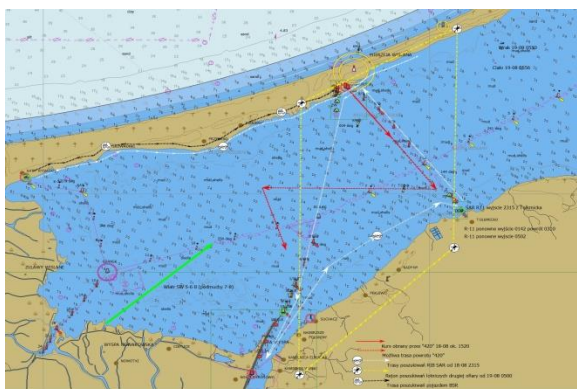
In 2015 the Commission completed 13 investigations and published 1 simplified report (on the accident of *Jutlandia Swan*) and 11 final reports. In one case (the accident of *Achilles*) the Commission has not managed to develop a report in the time limit set by law and published an interim report. The investigations completed with final reports concerned 9 casualties which occurred in 2014 and two casualties which occurred in 2013 (concerning the vessel *Annemieke* and the dump barge *SM PRC 105*).

The Commission has started works over 13 reports from investigations of accidents which happened in 2015 and has continued works over 2 reports from the accidents of 2014. The publication of these reports (on the accident of the vessel *Achilles* and a sailing boat *Prodigy*) was planned for the first quarter of the following year.



The reports published in 2015 refer to such accidents as, among others, the hitting by the vessel *Annemieke*, under the flag of Antiqua & Barbuda, a Chinese vessel *Tao Hua Hai* (an upper left photograph below) berthed in the port of Świnoujście; drowning of a pump operator servicing a tank barge *BA-MSR-7* in the MSR Gryfia shipyard in Świnoujście (an upper right photograph below), a capsizing of a sailing boat *FJ/420* and drowning of the two members of her crew in the Vistula Lagoon (a middle left photograph below); falling overboard of a member of the crew of the dump barge *SM-PRC-105* in the port of Gdańsk (a middle right photograph below); a fire in the engine room of a vessel *Amaranth*, under the flag of Vanuatu, in the port of Szczecin (a lower left photograph below) and the death of a diver diving from a vessel *Nitrox* (a lower right photograph below) to the wreck of a steam boat *Protector* on the Baltic Sea near Bornholm.



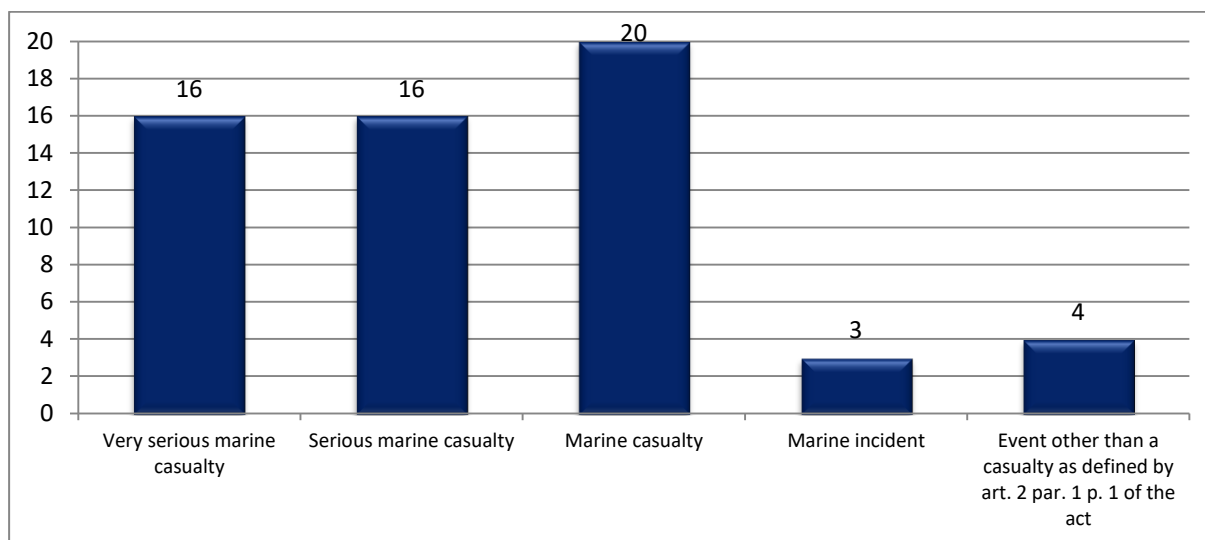


5. A list of marine casualties and incidents according to type

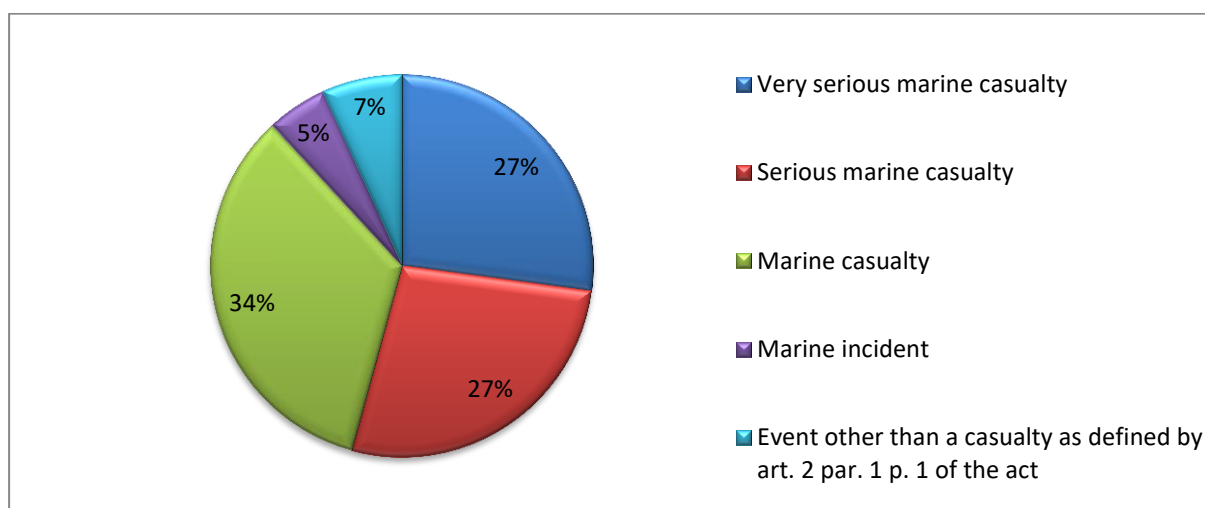
From among 59 events reported to the Commission, as many as 16 turned to be very serious marine casualties as stipulated in the Casualty Investigation Code and the act on the State Marine Accident Investigation Commission.

Four events – the drowning of an intoxicated captain of a yacht *Overstag*, the disappearance of two divers during wreck diving from a commercial yacht *Niser*, pirates' assault on a vessel *Szafir*, and jumping overboard by a passenger of a ferry *Scania* – the Commission qualified as occurrences which have not fulfilled criteria of a marine accident as defined in Article 2 of the Act on the State Marine Accident Investigation Commission.

16 notifications referred to serious marine casualties, 20 events were qualified by the Commission as marine casualties Three notifications were classified as marine incidents.



Proportional division of particular types of accidents is presented below.



Among very serious marine casualties the Commission was investigating 5 drownings, 5 cases of a death of a crew member on board and 6 cases of the total loss of a vessel.

The investigations of the total loss of a vessels referred to the sinking of *Cemford* (an upper left photograph below), a tug boat *Kuguar* (an upper right photograph below), fishing boats *MIZ-20* and *Łeb-94* (middle photographs below), and sinking of a sailing boat *Down North* in the Bay of Pomerania (a lower left photograph below). The Commission also participated in the collection of evidence concerning a vessel *El Faro* on the Caribbean Sea (a lower right photograph below).



5.1. Accidents involving people

2015 was the most tragic year in the history of marine accident investigation of the Commission. As many as 62 people died in the casualties investigated by the Commission individually or jointly with other investigative bodies: 8 seamen perished after capsizing of *Cemfjord* (Cypriot flag) in the Pentland Firth, and 33 after sinking of *El Faro* (the USA flag) on the Caribbean Sea. Two crew members of the yacht *Alboran 19 Sabor* (Spanish flag) drowned when the boat capsized off the coast of Morocco. Single drownings occurred in the following cases: sinking of the fishing cutter *MIZ-20*, sinking of the fishing boat *Leb-94* and people falling overboard the yachts *Zita*, *Ichtainder*, and *Quark*.

In one case (the accident on the vessel *Olza*, Cypriot flag), the Commission acknowledged that the drowning of a Polish sailor was the result of his deliberate action, and in another one (the accident on the ferry *Scania*, Bahamian flag) the police confirmed that the passenger deliberately jumped out overboard.

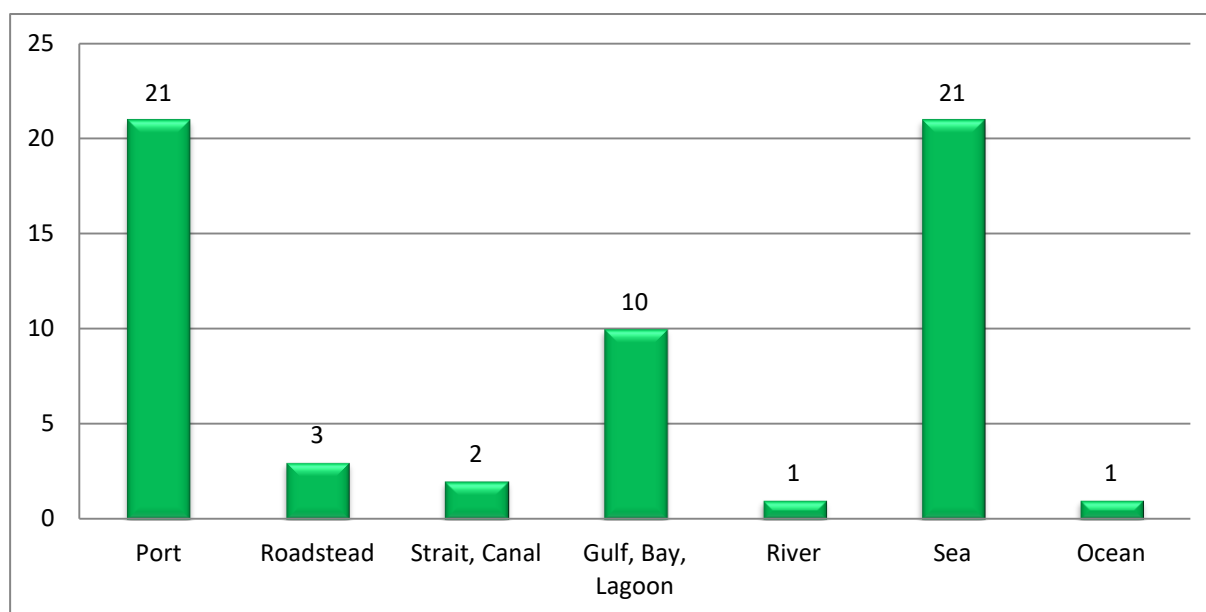


In 5 other cases, which were investigated by the Commission, 9 people were killed. There were the following accidents: on *Corina* (Polish flag) - carbon monoxide poisoning; *MSC Sariska* (Panamenian flag) - burns and death as a result of the explosion of oil mist in the crankcase of the main engine; *Nefryt* (Maltese flag) - poisoning with the agent for fumigation of cargo; the tugboat *Zeus* (the flag of Poland) - a fire in the accommodation space; and the accident of a member of the training crew on the yacht *Down North* (Canadian flag).

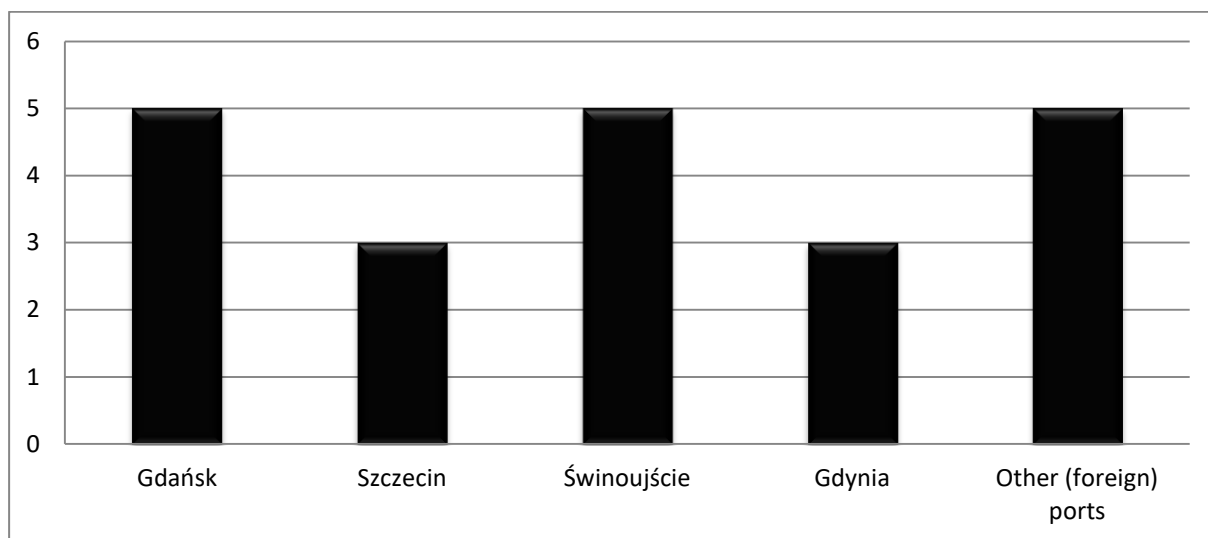
In 5 cases on 4 vessels under the Polish flag and on one Cypriot vessel (*Jan Śniadecki*) there were accidents at work which resulted in 8 crew members suffering injuries.

6. Regions where marine casualties and incidents occurred

From among all marine casualties and incidents which were registered by the Commission the number of the accidents occurring in ports equaled the number of accidents occurring at sea (21).

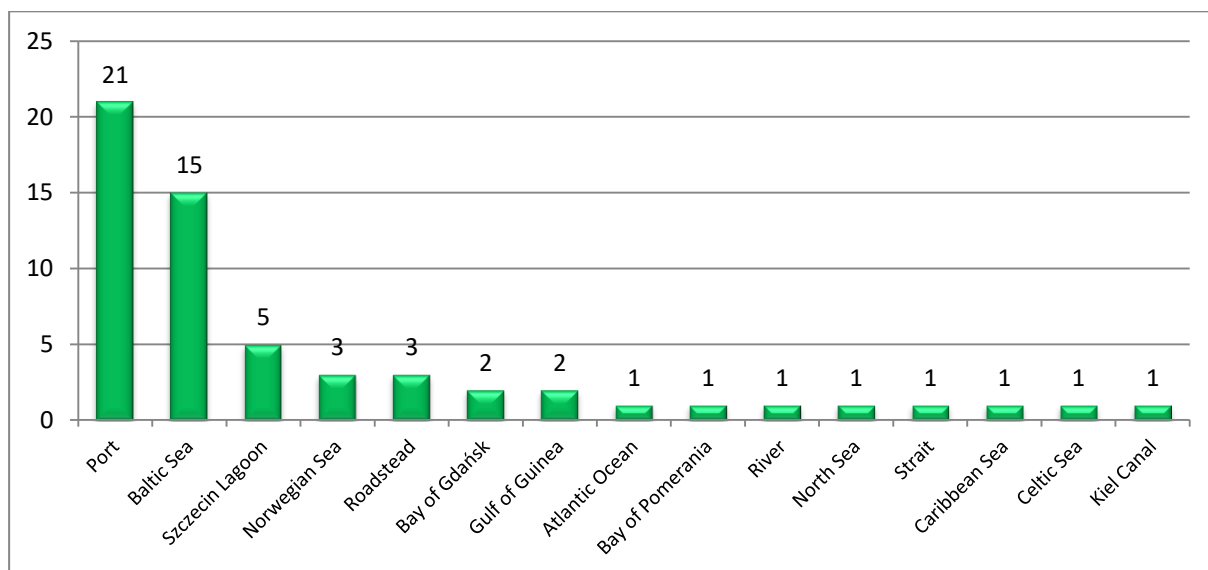


From among 21 accidents in ports, 16 occurred in Polish ports, and 5 in foreign ones. The accidents in foreign ports were the following: 2 in Denmark, 2 in Sweden, and 1 in the port in Latvia. The distribution of accidents in four major Polish ports is presented below.



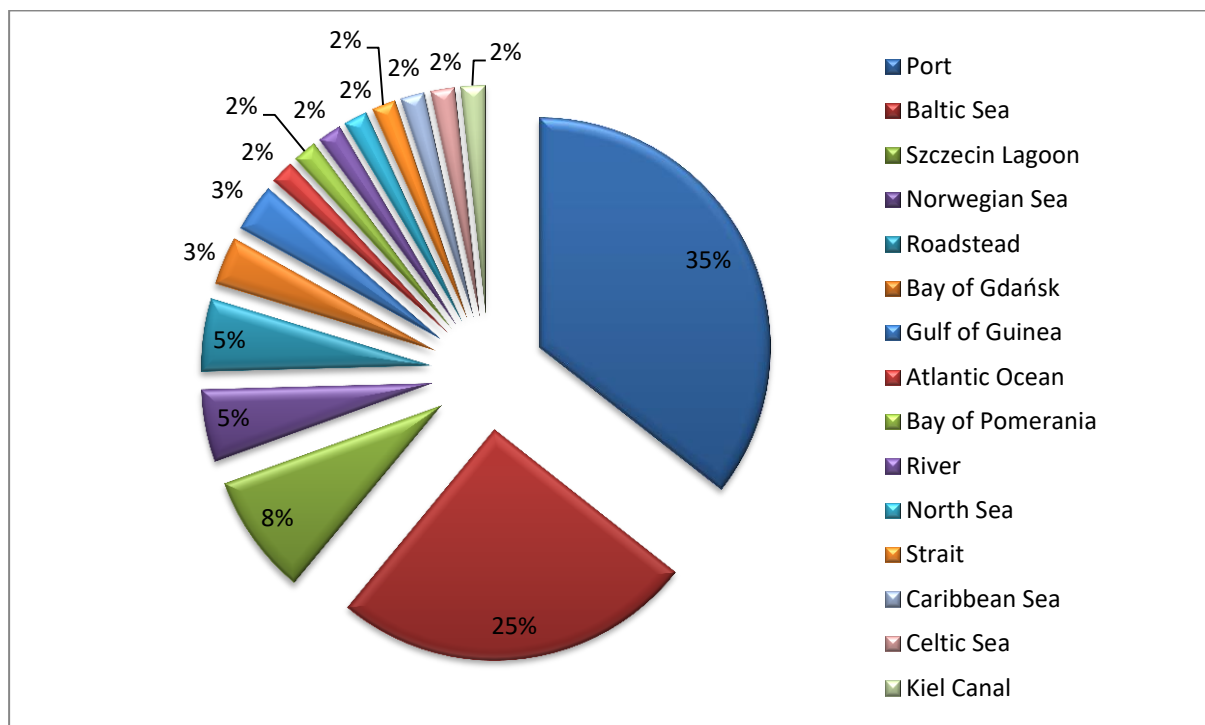
Accidents in ports accounted for more than one third (35%) of accidents which occurred in 2015. They concerned situations in which vessels were in motion (the collisions of *Baltivia* and *Galileusz*, *Transforza* and *Kuguar*, *Fast Jef* and *Alora*, *Altamar* and *Palica*, the ferry *Wisłoujście* with a floating crane *Maja*), were approaching the quay (hitting the quay by *Celine*, *E.R. Tallin*, *Lowlands Camelia*, *Stena Vision*, *Ice Eagle*) or a floating dock (*Princesse Benedikte*, a spillage of oil from *Green Egersund*) as well as vessels which were moored at the port (*Jan Śniadecki*, *Corina*, *Zeus*).

A detailed list of water regions witnessing marine casualties and incidents involving sea-going vessels is presented in the diagram below.





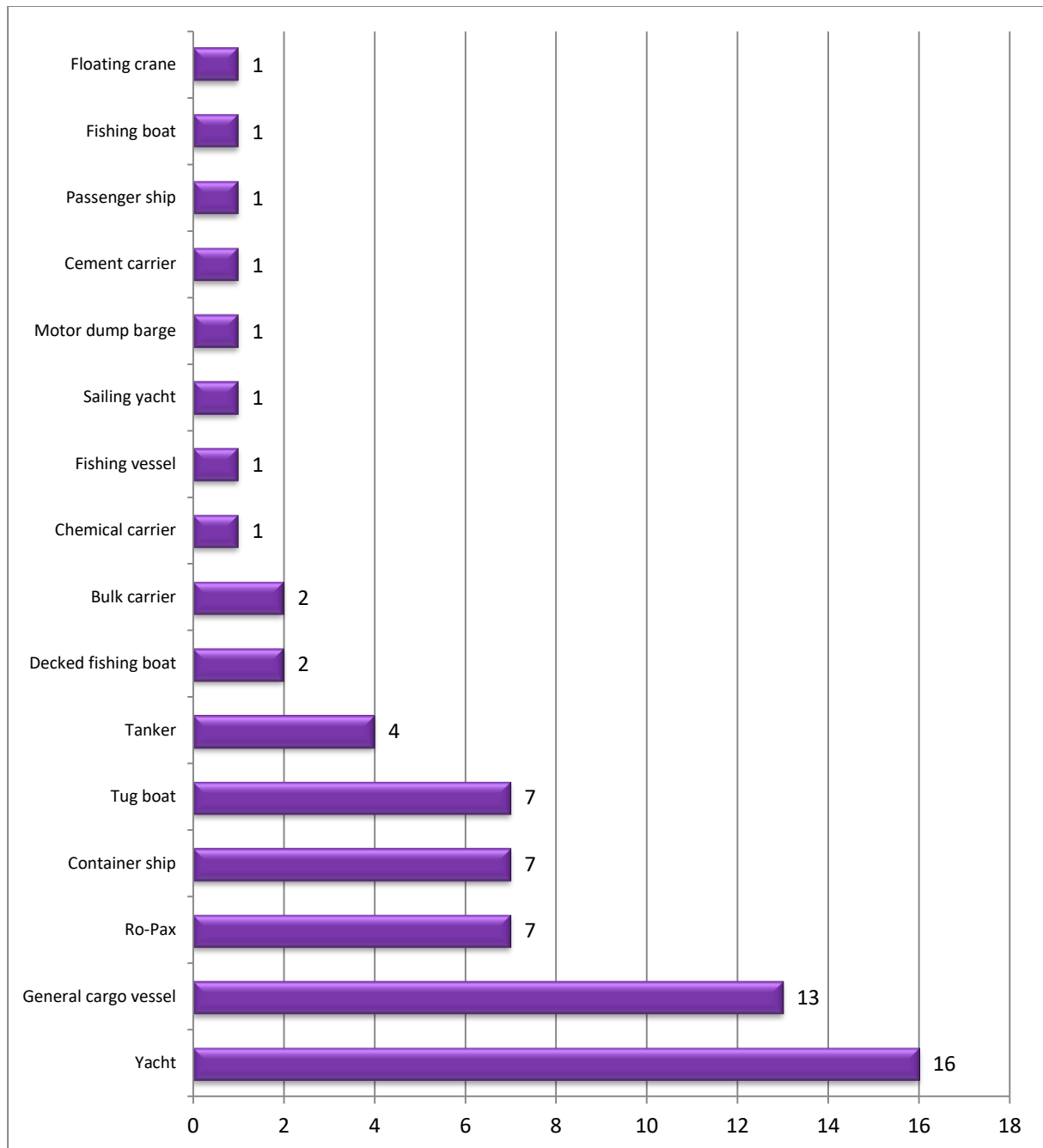
Every fourth accident investigated by the Commission took place on the Baltic Sea. As many as 10 accidents occurred on bays and in the Szczecin Lagoon (5 in each water region). One accident occurred on the river Humber (the accident of *Bienville* under the Polish flag, while entering the lock in Goole, England) and one in the Atlantic Ocean (the accident of the yacht *Alboran XIX Sabor* under the Spanish flag) at the western coast of Morocco.



The diagram above presents a percentage share of each of the regions mentioned-above in a total number of 59 marine casualties and incidents reported to the Commission.

7. Types of vessels participating in marine casualties or incidents

There were involved 66 vessels in 59 marine casualties and incidents reported to the Commission. The largest group of ships involved in the accidents was sailing boats (16), and then general cargo vessels (13). Almost a half less because 7 accidents involved passenger and car ferries, container vessels and tug boats. Next 4 accidents involved tankers, whereas bulk carriers and fishing boats were involved in 2 accidents each. In the remaining 7 cases the following vessels were involved: a cement carrier, a chemical tanker, a fishing vessel, a passenger ship, a motor dump barge, a sailing boat and a fishing boat. The floating crane (*Maja*) had a collision with the ro-pax ferry (*Wisłoujście*).

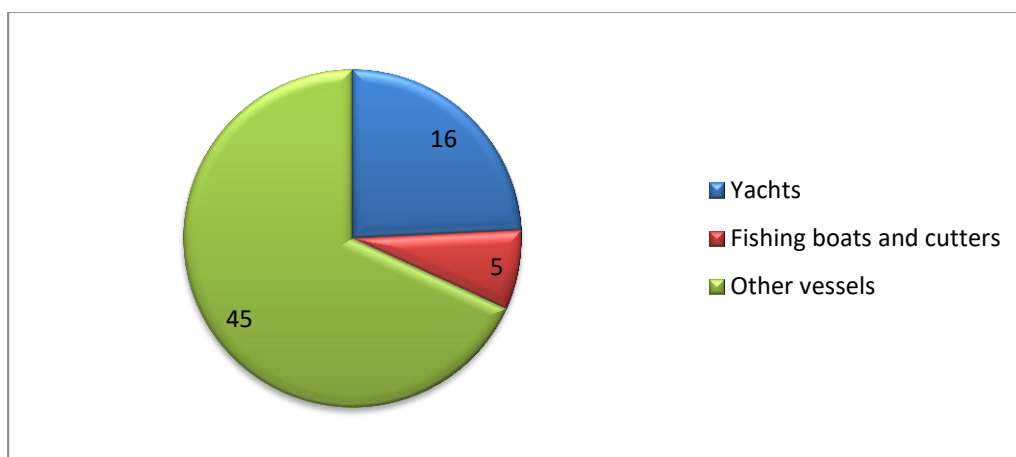


The Commission noted only 4 cases that involved fishing vessels (three boats and 1 vessels), however two of them resulted in the death of the crew members and total loss of a vessel.



7.1. Accidents of yachts

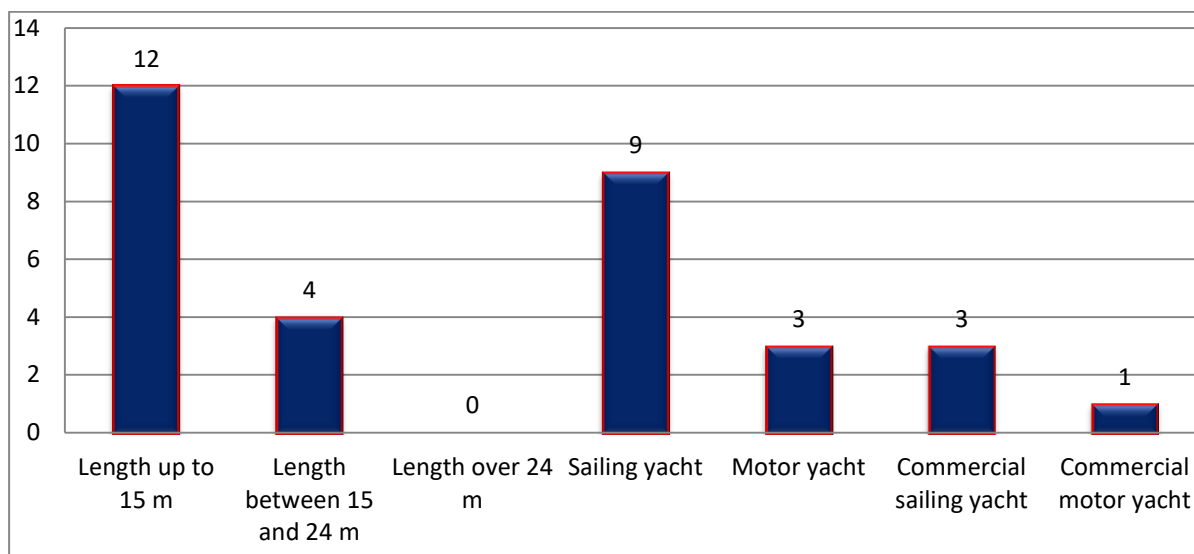
In 2015 the Commission received notifications of about 16 events that concerned yachts. The diagram below compares number of yachts, fishing vessels and other vessels which took part in the events of which the Commission has been notified.



In 2 cases, the Commission classified the events as non-marine casualties. It was the drowning of an intoxicated captain of the yacht *Overstag* and disappearance of two scuba divers diving to the wreck of *Franken* in the Bay of Gdańsk. The remaining events were the following: 5 very serious marine casualties including 1 case of a total loss of a yacht (*Down North* under the Canadian flag), and 9 serious marine casualties.

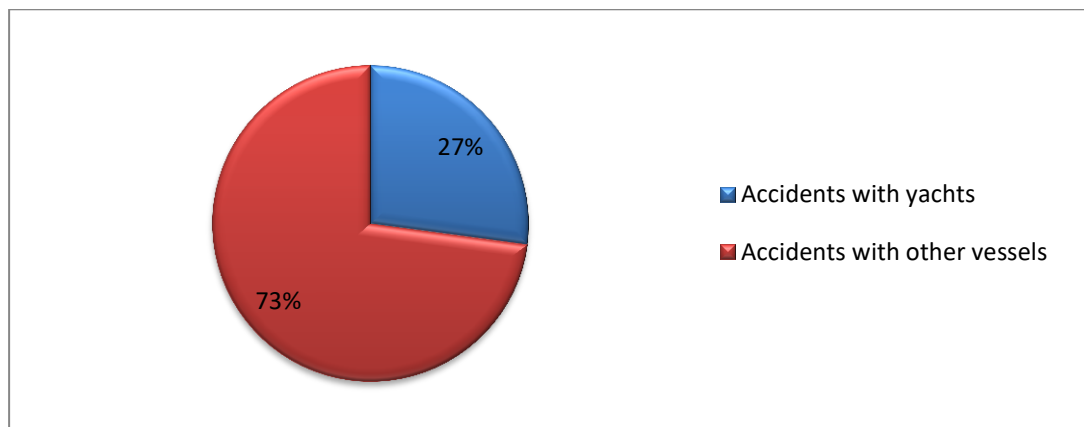
In 8 cases, the Commission renounced the investigation recognizing that the investigation would not contribute to the prevention of such type of casualties in the future.

The investigation of very serious marine casualties of the yachts *Down North*, *Ichtiander*, *Quark*, *Zita*, and *Alboran 19 Sabor* were not completed in 2015 and the publication of final reports from these investigations was postponed until next year.



There were no big yachts (of the length over 24 m) among those involved in the accidents. The majority of them (12) were yachts up to 15 m in length. One fourth of the total number of yachts were commercial ones.

A number of accidents involving yachts constituted slightly over one fourth of the total number of accidents reported to the Commission in 2015.

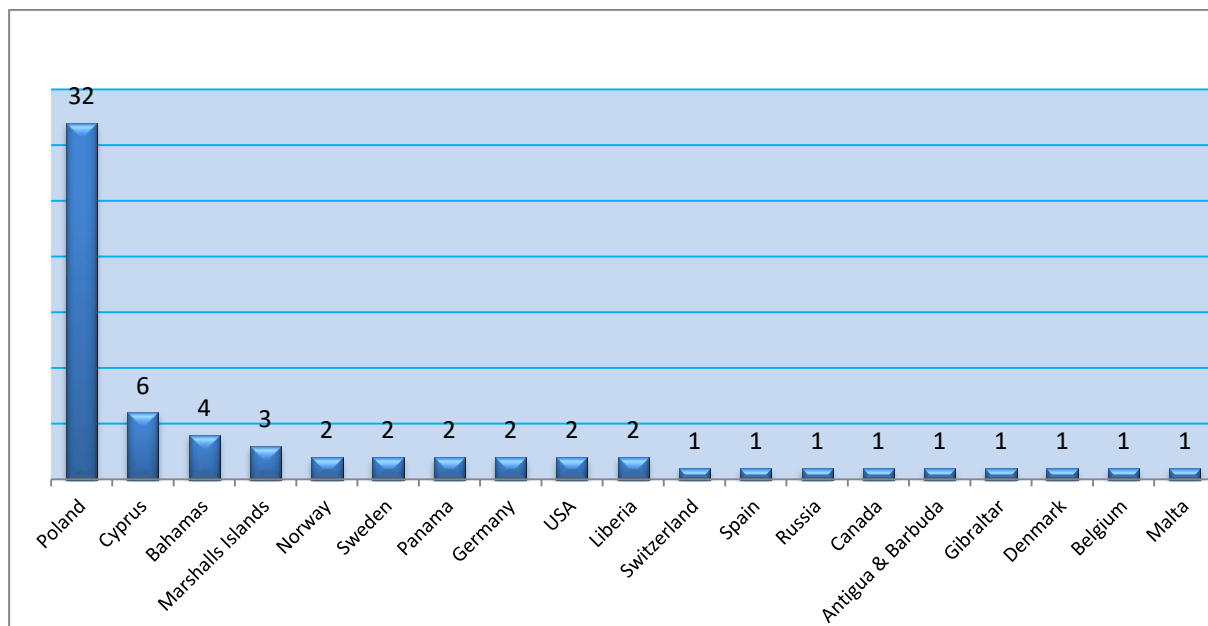


8. Division of vessels according to the Flag

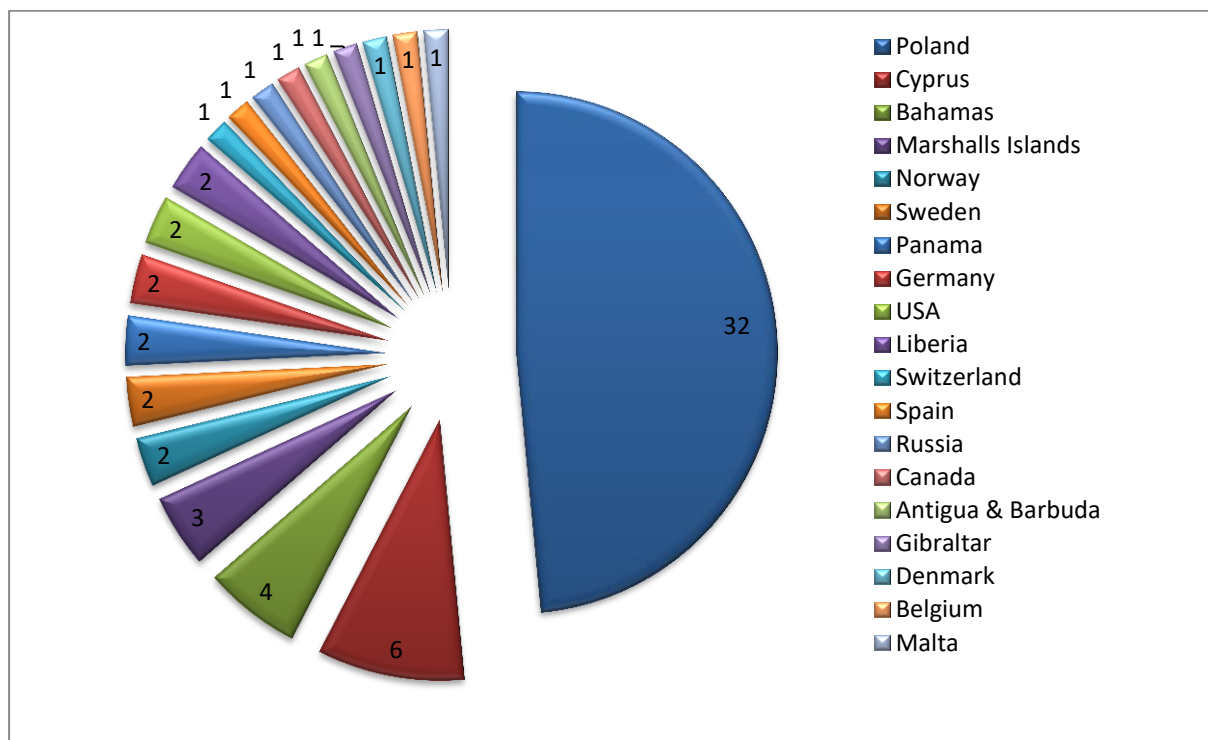
Of 66 vessels involved in the marine casualties and incidents registered by the Commission, almost a half, because as many as 32 vessels flew a Polish flag. 14 vessels belonged to the European Union Member States. 2 vessels were under the flag of the USA, 1 vessels was under the flag of Canada, 1 of Norway, 1 of Russian Federation and 1 of



Switzerland, and the remaining vessels belonged to countries considered to be the so called “flags of convenience”.



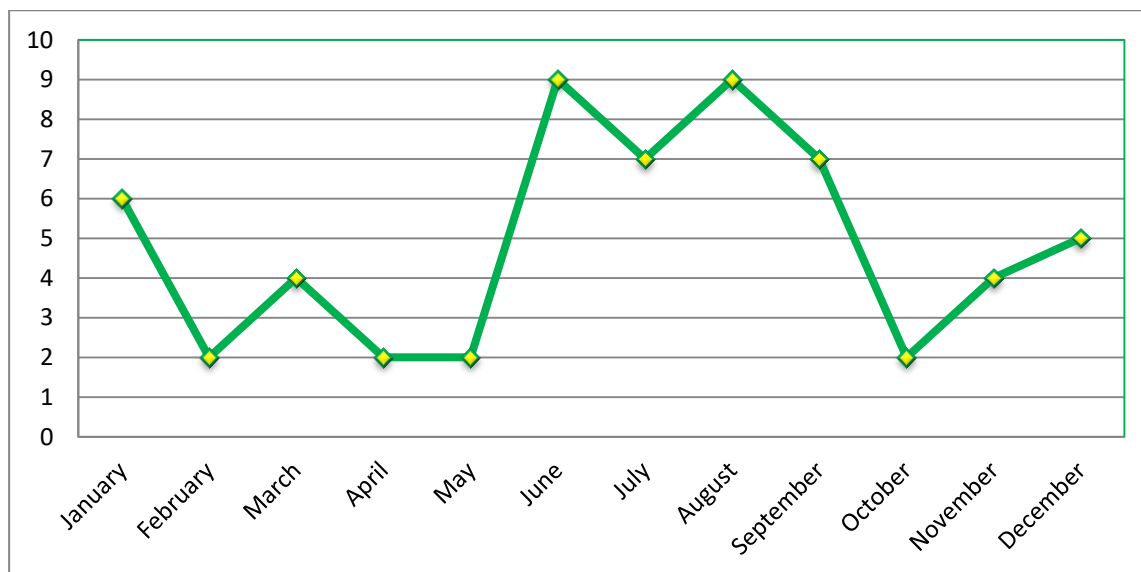
The per cent share of particular flags is presented below.





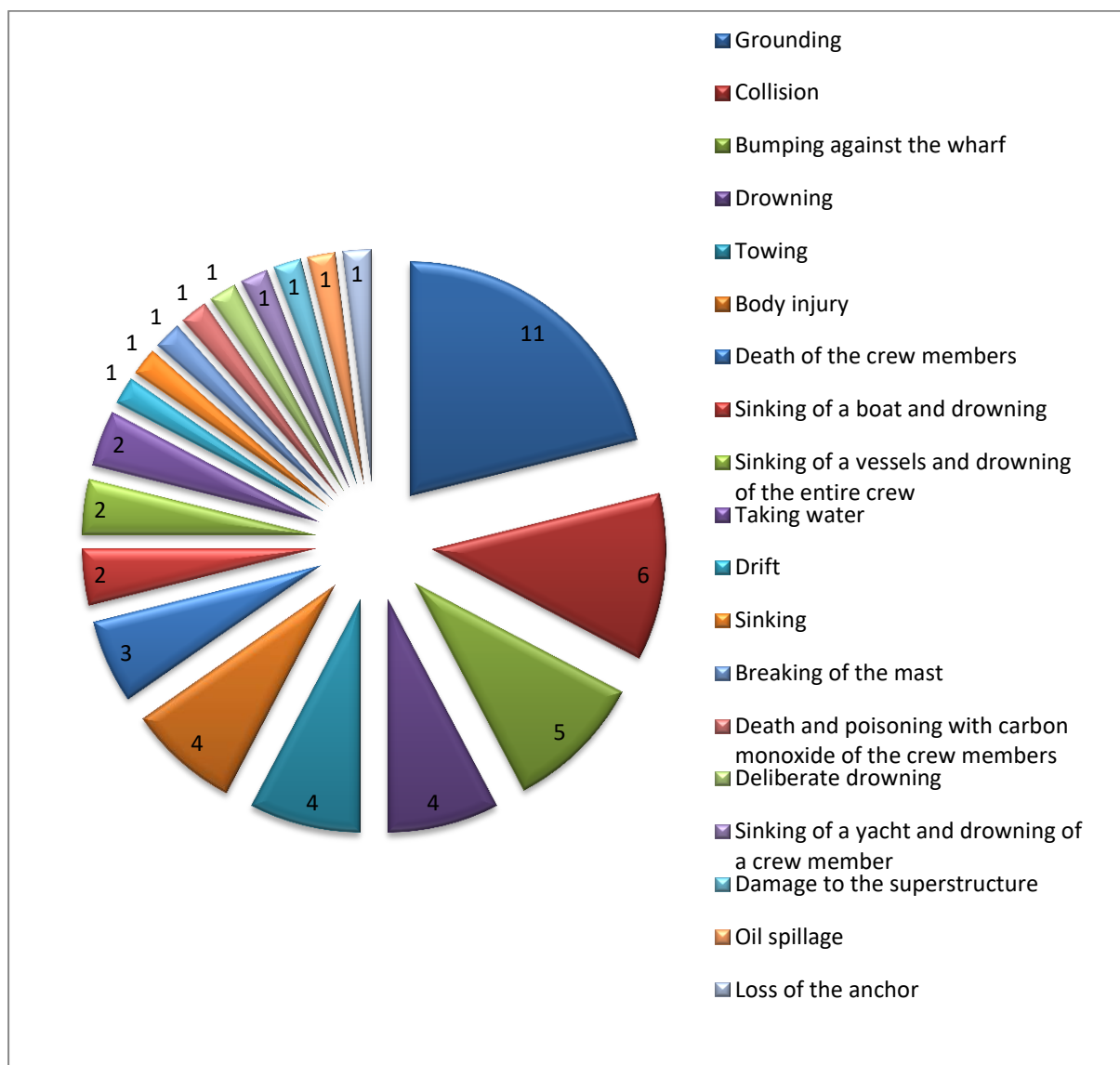
9. Distribution of marine casualties and incidents over a year

The Commission compared the number of marine casualties and incidents in each month over a year and found that mostly they occurred in the middle of the year. A month with a record number of accidents (9) was June and August (due to a large number of yacht used for navigation during the sailing season), The least number of accidents took place in February, April, May, and October (2 accidents in each month).



10. Consequences of marine casualties

Of the 52 events other than marine casualties and incidents, reported to the Commission, the Commission established the following: 11 groundings of vessels (of which four times there were yachts), 6 collisions, 5 hits a berth while mooring, 4 cases of drowning due to falling overboard. Four times a vessel had to be towed because of the damage of propulsion. In 7 cases members of the crew lost their lives or were injured.



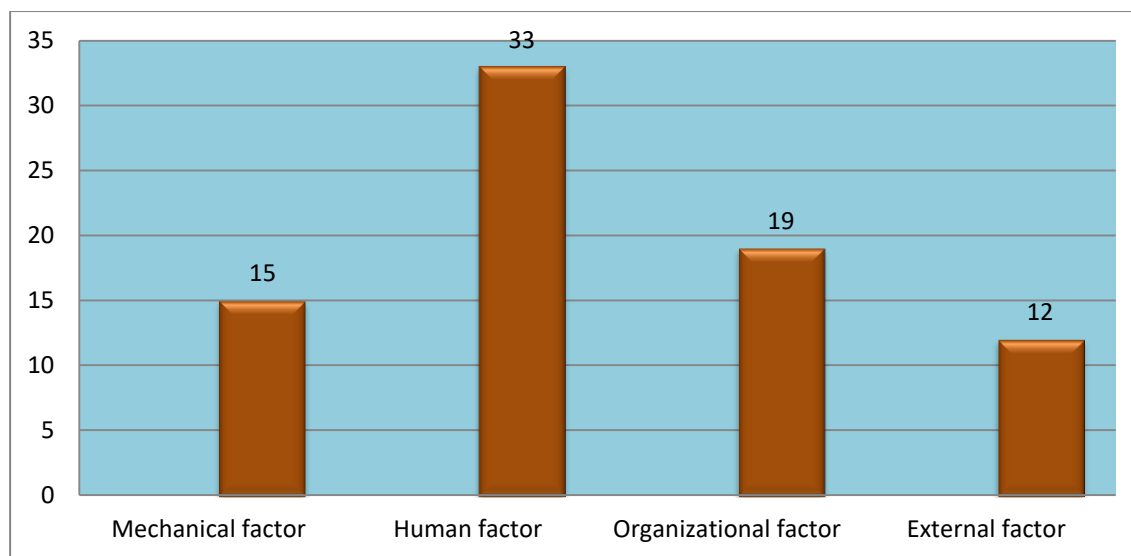
The Commission noted 2 cases each of sinking of vessels and fishing boats resulting in the drowning of the crew members and flooding of a vessel at sea.

Also, the Commission found out about other individual events, which are the following: the loss of the anchor by a vessel (a tug boat *Ikar*), sinking of a yacht and the death of a crew member (a schooner *Down North*), sinking of a vessel (a tug boat *Kuguar* after the collision of vessels in Świnoujście), poisoning of the crew members of by carbon monoxide (a vessel *Corina*), a necessity to lay adrift for a few hours due to immobilization of a propeller (*Maersk Iowa*), a damage of the superstructure as a result of fire (*Corina*), breaking of the mast (a sailing yacht *Magnus Zaremba*), oil spillage (a vessel *Green Egersund*), and drowning in result of a deliberate jumping overboard (a vessel *Olza*).

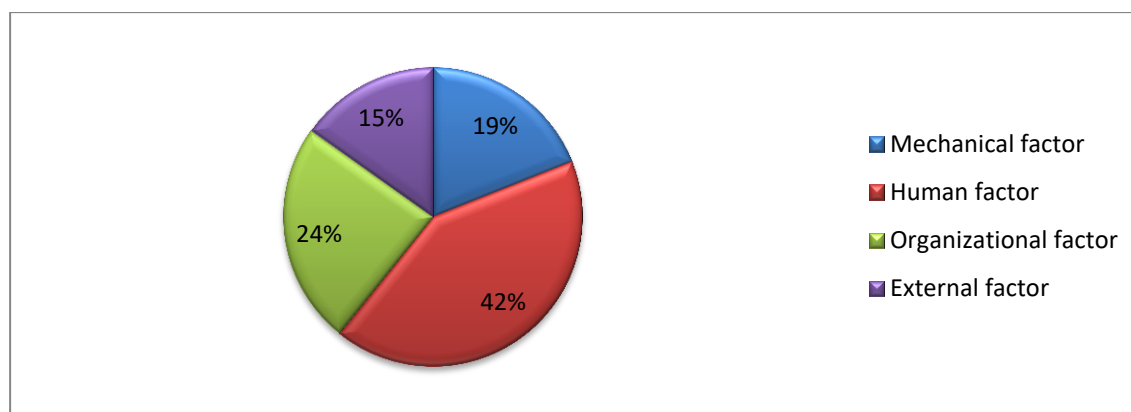


11. Causes of marine casualties and incidents

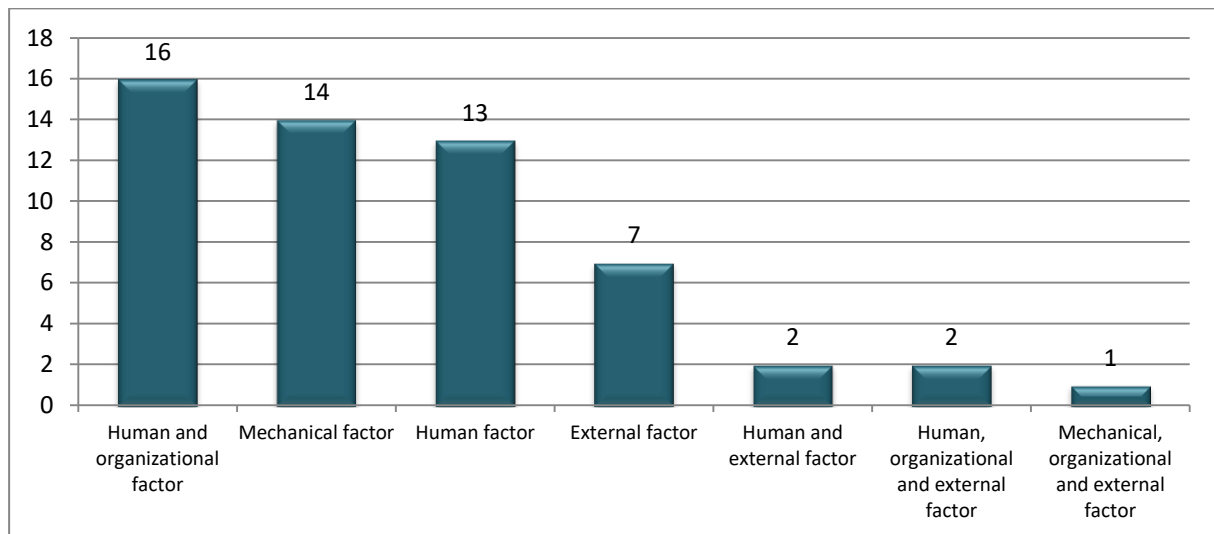
In 55 casualties and incidents reported to the Commission, the majority, because as many as 33 cases of accidents were influenced by a human factor. In 19 cases, there was an organizational factor involved, in 15 cases – a mechanical factor, and in 12 cases the accidents were caused by external factors, i.e. mostly unfavorable weather conditions.



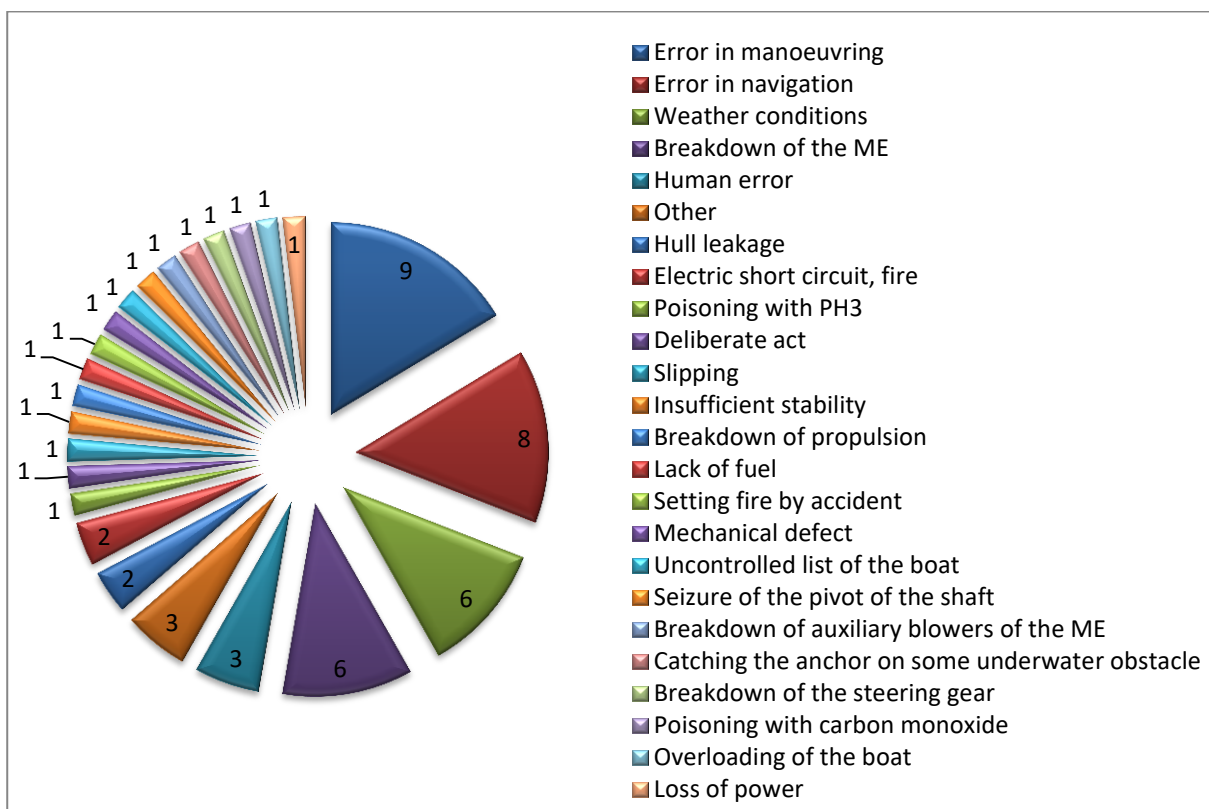
The percentage specification of particular factors influencing the occurrence of the accident in the total number of accidents is presented in the following diagram:



In 14 investigated accidents the Commission found that a mechanical factor was the only factor that contributed to their occurrence. 13 times the cause of the accident was just a human factor, and in 7 cases it was an external factor (mostly weather conditions). In the remaining cases there were usually several factors that altogether contributed to the occurrence of a given accident.



The diagram below presents descriptions of causes of all marine casualties and incidents which were investigated by the Commission in 2015.



The most common cause of accidents was faulty maneuvering of a vessel and errors in navigation (9 and 8 cases respectively). In 6 cases there were weather conditions and the failure of the main engine which contributed to the accident. Three times a mistake made by

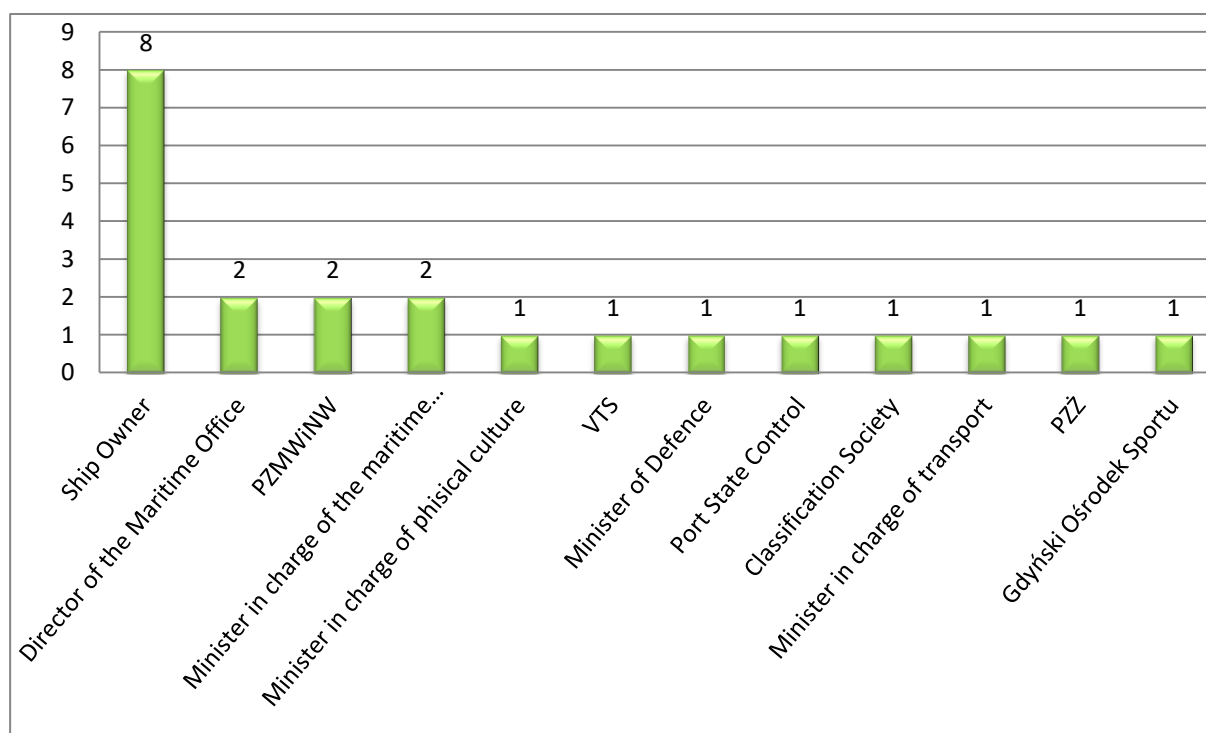


a crew member caused the accident and in 2 cases the short circuit and the hull leakage were causes of the accidents. Other, individual causes of accidents are shown in the diagram above.

12. Safety recommendations

The Commission sent 22 safety recommendations to 19 entities, which in the view of the Commission can contribute to the prevention of marine casualties and incidents in the future. The largest group were the owners of vessels that have been involved in the accidents. Two recommendations were sent respectively to the minister responsible for maritime affairs, to directors of maritime offices and to the Polish Motorboat and Water Ski Association.

In the remaining cases the Commission sent recommendations to: the minister responsible for physical culture, Minister of National Defense, Vessel Traffic Service, the Port State Control (PSC), to the ship's classifier (recognized organization), to the minister responsible for transport, to Polish Yachting Association and to the Sports Centre of Gdynia.



A detailed description of recommendations issued by the Commission can be found on the website of the Commission: www.pkbwm.gov.pl/recommendations.



12.1. A list of issued recommendations, description of measures taken by the parties to which the recommendations were directed and description of reasons why the recommendations failed to be followed

According to Article 44 of the Act on the State Marine Accident Investigation Commission, the entities to which the Commission is sending recommendations are obliged to notify the Chairman of the Commission within 6 months from the date of delivery of the final report of the acceptance of recommendations issued by the Commission or of the reasons for their rejection.

In the first half of 2015 the Chairman of the Commission was notified of the execution of the recommendations which the Commission had issued in its reports in 2014. First notifications of the execution of its recommendations the Commission received in February 2015. They concerned the incident in the port of Gdynia on the vessel *Ju Da* of the Chinese flag on which the cargo inspector had fainted in the companionway and had fallen into the hold, and a serious marine casualty, namely the grounding of *Twinkle Island*, under the flag of the Bahamas, near the Slupska Bank.

In the case of *Ju Da*, the recommendations were addressed to the inspection company, whose employee had fainted, and were executed by that company.

In the case of *Twinkle Island*, the Commission sent recommendations to the Hydrographic Office of the Polish Navy (BHMW) – to adjust depth on the charts of the British Admiralty and to the maritime administration – to carry out multi-beam hydrographic surveys.

The BHMW implemented the recommendations of the Commission. The maritime administration has presented a plan adopted by the BHMW and a schedule of survey works of the shipping routes, plans to change the Law on maritime areas of the Republic of Poland and the maritime administration in terms of ordering the legal status and strengthen the position of the BHMW as a unit implementing the activities of the marine hydrographic services on Polish maritime areas; it also presented plans for marking out a new safe route of the TSS Slupska Bank and submitting related documents to the IMO. At the same time the maritime administration has not adopted the Commission's recommendation to mark and plot on nautical charts a recommended route with a maximum draught for vessels with a deep draft going from the area of the Bay of Gdańsk along the Polish coast to the Danish Straits. The



Commission adopted the explanations given by the minister responsible for maritime economy.

Other notifications about the implementation of recommendations or reasons why they failed to be followed referred to: the impact of *Horizon Aphrodite* (the flag of Liberia) against the head of the eastern breakwater in the port of Gdańsk; an accident at work on the vessel *Poprad* (the flag of Poland) at the port of Rotterdam; falling overboard and drowning of the captain of a Polish sailing yacht *Holly II* in the Bay of Gdańsk; a fire of the Polish motor yacht *Miss Alicja* in the port of Gdańsk, an impact of the vessel *Annemieke* (the flag of Antigua & Barbuda) against the vessel *Tao Hua Hai* (the flag of China) moored in the port of Świnoujście; a fire on the vessel *Amaranth* (the flag of Vanuatu) at the port of Szczecin and an accident at work on the Polish dump barge *SM-PRC-105* moored in the port of Gdańsk.

In the case of *Horizon Aphrodite*, the Commission made recommendations to the Director of the Maritime Office in Gdynia and the Pilot Station in Gdańsk. Both parties responded to the recommendations and implemented them. The Director of the Maritime Office introduced the *Port Regulations* - in Part II related to the port of Gdańsk - the provision regulating the release of tug boats from assisting vessels with large windage area, including in particular not fully ballasted vessels, on their way from the port channel not earlier than at the roadstead, depending on the existing weather conditions.

In the case of *Poprad*, where the chief engineer got burned with an electric arc, the Commission issued recommendations to the shipowner, the company Baltramp Sp. z o. o. from Szczecin concerning the procedures that should be developed or modified in the ship's Safety Management Manual and the recommendations of supplying the vessels with additional effective personal protective equipment. The shipowner implemented all recommendations made by the Commission.

The report on a very serious marine casualty on the yacht *Holly II* contained recommendations given to the minister responsible for maritime economy and, to some extent, to the sailing community. The recommendations mainly related to changes in the law, which in the view of the Commission should contribute to improving safety of sailing.

In response to the recommendations, the Commission received explanations from the minister concerning the changes in the legal acts being prepared (both in the Act on Maritime Safety, as well as in the Regulations on safety of navigation by yachts and on inspection and safety documents of a sea-going yachts), planned information and education campaign



addressed to the sailors and adopted policy on the culture of safe sailing in collaboration with entities of the maritime administration and beyond (including the insurers of yachts). With regard to the Commission's proposal for the introduction into the registration document of the yacht the information about the operating conditions and maximum number of persons and to issue a simplified Safety Certificate for small yachts, the minister responsible for maritime economy explained that it would have been possible for the new crafts falling under the Directive 94/25/EC. The Commission accepted the explanation.

In the case of a fire of the motor yacht *Miss Alicja* in the port of Gdańsk, the Commission gave recommendations to 5 entities: the minister responsible for maritime economy, the Polish Sailing Association, the Polish Motorboat and Water Ski Association, the Polish Register of Shipping and the Management Board of the Port of Gdańsk S.A.

Bearing in mind the risk of fire for sea-going and inland yachts which is created by gas engines permanently built-in the hull, the Commission recommended to the minister responsible for maritime economy: 1) to make changes to the law through the introduction of an obligation to make technical inspections carried out by an entity authorized to perform technical inspections of sea-going yachts up to 15 m in length, for all yachts with gas engines built-in the hull, regardless of their power, and for inland yachts – inspections of all power-driven yachts (regardless of their length) with gas engines built-in the hull, regardless of their power; 2) to develop for each of the four ports of fundamental importance for the national economy, in consultation with the entities managing the infrastructure of the ports on their territory and on the basis of data received from them, a comprehensive fire-fighting plan for the port; 3) to take a legislative initiative aimed at preparing a legal act regulating fire protection in the Polish seaports.

In response to the recommendations of the Commission the minister responsible for maritime economy sent extensive explanations, which pointed out that due to the lack of objective statistical data on cases of fires on motor yachts there was no sufficient justification for legislative action aimed at changing the existing legal state related to seagoing and inland yachts and he recognized that he was not a competent authority to develop firefighting plans for ports. With regard to the Commission's recommendation to take the legislative initiative to the indicated extent, the minister explained that there was being prepared a draft act amending the law on maritime areas of the Republic of Poland and maritime administration, which would determine specific tasks of the administration in the field of firefighting control in ports



in order to clarify the situation in the field of fire protection. The Commission took note of the explanations.

Another group of recommendations contained in the final report on the accident of *Miss Alicja* were recommendations addressed to entities authorized to carry out technical inspections of seagoing yachts up to 15 m in length and entities authorized to carry out technical inspections of sport and recreational boats. The Commission recommended to the Polish Sailing Association, the Polish Motorboat and Water Ski Association, and the Polish Register of Shipping to introduce to the regulations issued by these entities the amendments resulting from the PN-EN ISO 9094-1: 2005 developed by the Polish Committee for Standardization, concerning fire protection of small ships of all types with adhesive and built-in gas engines and diesel engines built-in the hull, and related among others, to the insulation of the walls of the engine space, fuel system, ventilation, fixed fire-extinguishing system in the engine space and portable fire extinguishers. The Commission also recommended the development and introduction to its provisions of an annex, where the actions taken by the technical inspector during the inspection of the fire protection measures on yachts with gas engines. The Commission recommended also to the sports' associations to undertake actions involving the dissemination and promotion of knowledge about the dangers of fire occurring on such yachts on the pages of professional newsletters and journals about sailing and motor boating sports.

Polish Register of Shipping implemented the recommendations to the Commission. Polish Yachting Association sent to the Chairman of the Commission the information on the existing knowledge of the PN-EN ISO 9094-1:2005 as well as information on the development of the procedures in the field of fire safety on yachts and making available to the sailors the contents of final reports of the Commission concerning sailing accidents. The Commission took note of the information provided by the Association. Recommendations addressed to the Polish Motorboat and Water Ski Association have not be implemented, and given explanations the Commission considered unsatisfactory.

The Commission has recommended to the Management Board of the Port of Gdańsk S.A. to take specific short-term and long-term measures to improve the fire safety of vessels on the waters managed by the Board. The Management Board of the Port of Gdańsk S.A. informed the Chairman of the Commission on the implementation of part of the recommendations and of action plans for the future, including the concept of creating an integrated Emergency



Center of the Management Board of the Port of Gdańsk S.A., expansion of CCTV surveillance, fund-raising for the purchase or construction of a modern floating firefighting craft and planned repairs of owned vessels. The Commission took note of the explanations.

In the final report on the collision of *Annemieke* with *Tao Hua Hai* in Świnoujście, the Commission sent recommendations to the Chief Pilot of the Pilot Station in Szczecin and to the VTS Service of the Harbour Master of Świnoujście.

The Commission has asked the chief of the pilots of the pilot station Szczecin - Pilot, which organizes and coordinates the pilot services in the port of Świnoujście, to draw attention of the pilots to improper conduct of the pilot piloting *Annemieke* during the event and to encourage pilots to use any additional equipment they possess which can help them to manoeuvre and navigate correctly the vessels under their pilotage. The Commission was informed that the recommendations had been implemented.

Recommendations addressed to the VTS Service of the Świnoujście Harbour Master referred to conducting a more thorough inspections of the vessel traffic by the VTS operators in the area under their supervision, firm response to the violation of port regulations regarding speed limits on individual parts of the fairway by ordering masters or pilots of vessels exceeding the permitted speed, to limit their speed and consistency in enforcing these orders. In response to the recommendations, the Chairman of the Commission received a clarification from the Director of Maritime Office in Szczecin. The Commission acknowledged the explanations but found them not fully satisfactory.

In case of fire in the engine room of *Amaranth*, the Commission gave recommendations to the three following entities: the shipowner - Unibaltic Sp. z o. o. in Szczecin, Port State Control and the recognized organization - a classification company DNV GL.

The Commission recommended to the shipowner to apply appropriate gaskets for flanged joints on the thermal oil pipeline system, to oblige engineer officers to perform the monitoring of vibrations and temperature of bearings of the circulating pumps of the thermal oil system on board, to train crew members in the field of preservation of information in VDR or S-VDR recorders installed aboard, after the accident, and to change the *Amaranth*'s muster lists and adapt them to current international requirements.

Recommendations sent to the vessel's classifier and Port State Control comprised respectively the verification at the nearest inspection of muster lists used on board a vessel and, in case of any inadequacies, application to the master or the shipowner to rectify them;



and drawing attention of the PSC inspectors to the correctness of muster lists on board a vessel, and in particular the compliance of the general alarm signal with the applicable international requirements. All the parties had implemented the recommendations of the Commission.

In the report issued by the Commission on a very serious marine casualty on the dump barge SM-PRC-105, the Commission issued to the owner of the dump barge – the company Przedsiębiorstwo Robót Czerpalnych i Podwodnych Sp. z o. o. in Gdańsk (PRCiP) - recommendations regarding the verification of the internal rules of the owner related to permanent employment of watchmen during stay in the PRCiP base, introducing the obligation to apply the equivalent means of securing people on board of the motor barges in cases of a break down or lack of main protective barriers (rails) on the sides of these barges, indicating in the SMS system the obligation to wear flotation vests by crew members of motor barges when conducting works on board, and the verification of the internal documents of the owner associated with the security system management related to occupational health and safety at work. The shipowner has fully performed the Commission's recommendations.

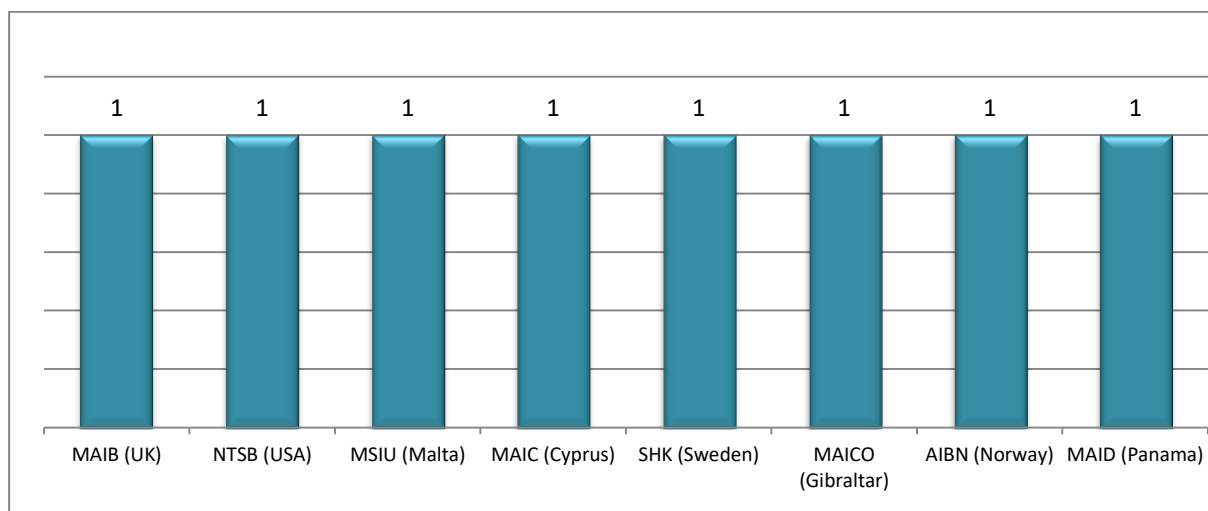
A detailed description of measures taken by the entities to which the Commission sent recommendations can be found on the website of the Commission:
www.pkbwm.gov.pl/recommendations in the part entitled “Response to recommendations”.

13. Warning about a possible danger (early alert)

In 2015 the Commission neither issued any early alert nor it sent any notification of this type to the European Commission.

14. Cooperation with substantially interested states

In 2015 the Commission received 31 notifications about marine casualties and incidents involving Polish vessels or Polish seamen. The Commission notified other states 47 times about the accidents by means of the European Marine Casualty Information Platform (EMCIP) and twice it notified about such accidents other non-European substantially interested states, i.e. Panama and the USA.



Following Article 21 of the Act on the State Marine Accident Investigation Commission, in 2015 the Commission cooperated with eight bodies investigating marine accidents: SHK from Sweden (concerning the fire on the tug boat *Zeus* in the port of Sölvesborg), MSIU from Malta (concerning a fatal poisoning on board a vessel *Nefryt* at the Ivory Coast), MAID from Panama (concerning a fatal accident on board a vessel *MSC Sariska* on the Baltic Sea), MAIB from the United Kingdom (concerning the capsizing of *Cemfjord* with Polish crew in the Pentland Firth), NTSB from the USA (concerning the sinking of *El Faro* on the Caribbean Sea with Polish citizens on board), MAIC from Cyprus (concerning the accident on board a vessel *Olza* in the North Sea), AIBN from Norway (concerning the grounding and sinking of a fishing cutter *Leif Roald* in the Norwegian Sea), and MAICO from Gibraltar (concerning the collision of *Transforza* with the tug boat *Kuguar* in the port of Świnoujście).