



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

**SHIP ACCIDENT INVESTIGATION
FINAL REPORT
25 February 2015
No. TA-5**

This report has been issued for the purposes of preventing accidents and incidents. The investigation was not aimed at establishing anybody's fault or liability, therefore, using the report for purposes other than its intended purpose may lead to wrong interpretations. The report has been prepared in accordance with the recommendations provided in the IMO Resolution MSC 255(84) of 16 May 2008 and Commission Regulation (EU) No 1286/2011.

Ship	“KARALIUS”
Company	ARCTIC FISHING
Ship type	Fishing boat
IMO identification No	7917733
Accident place and date	Arctic Ocean, Barents Sea, co-ordinates 75-30.00 N. 040-25.00 E., 5 November 2014

Accident registration numbers:
TAITS Marine Ship Accident Registry No 20-TAITS-2014
EMSA (EMCIP) database No 2758/2014
TJO (IMO) GISIS database No C0009494



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1. SUMMARY

At 18.15 on 5 November 2014 Greenwich mean time, the captain of “Karalius” fishing vessel that was fishing in the Barents sea, Arctic ocean, was informed that the second mate had disappeared. The fishing officer had replaced the second mate after the watch period in the ship’s wheelhouse and the second officer left for the supper in the ship’s eatery but failed to arrive there. The captain ordered the chief mate to check the cabin of the second mate and the toilets of the ship but the search yielded no results. The captain raised the general alarm. All the ship crew had to gather at one predetermined place but the second mate failed to appear there. Then the captain ordered to check all the service and living premises of the ship but this did not yield any results either. At 20.40 the captain ordered to raise the “Man overboard” alarm, the ship was turned around to take the course back, and monitors were appointed to monitor the sea around the ship.

Other ships within the same fishing area were informed about the disappearance of a man on “Karalius” ship via an ultrashort-wave radio station and Murmansk Rescue Coordination Centre was notified and managed the ships looking for the disappeared person.

2. FACTUAL INFORMATION

2.1. Ship particulars

Name of the ship: “Karalius”

IMO No 7917733

Sailing under the flag: Lithuanian

Port of registration: Klaipėda.

Ship call signal: LYAJ.

Type of the ship: Fishing vessel

Gross tonnage of the ship: 1154 t

Maximum length of the ship: 55.08 m.

Maximum width of the ship: 12.19 m.

Side height: 4.28 m.

Hull material: Steel

Number of crew members on the ship during the accident: 28.

Number of crew members according to the ship’s Minimum Safe Manning Certificate: 28.

Classification Society: RUSSIAN MARITIME REGISTER

Crew members according to the ship’s Minimum Safe Manning Certificate: 28.

Classification Society: BUREAU VERITAS.

Shipowner: ARCTIC FISHING (IMO No 9991942).

Ship building year: 1980

Main engine:

Type and power rating: make 16V-149 G.M. (*Detroit Diesel*), 2 x 735 kW

Fixed-pitch propeller

2.2. Voyage particulars

Karalius fishing vessel left Honingsvog port (Norway) on 25 October 2014 for the Barents sea to fish crabs.

Type of voyage: crab fishing

Cargo: frozen crabs.

The crew consisted of 28 people including the captain of the ship.



Figure 1. The ship is prepared for the voyage.

2.3. Marine casualty or incident information

In accordance with Clause 7.3 of the Regulations for the Safety Investigations into Marine Ships Accidents and Incidents (hereinafter referred to as the ‘Regulations’) approved by Order of the Minister of Transport and Communications of the Republic of Lithuania No 3-461 of 29 July 2011, the incident is classified as a grave accident

Report on this event was registered in the European Maritime Safety Agency (EMSA) EMCIP database under No **2758/2014**.

Report on the event was registered in the International Maritime Organisation (IMO) GISIS database under No **C0009494**.

Date and time: 18.15 on 5 November 2014

Ship accident location and co-ordinates: “Karalius” fishing vessel was fishing in the Barents Sea (co-ordinates 75–30.00 N. 040–25.00 E).

External and internal environment: South-western – western wind approx. 6–8 m/s, waving in the south-western – western direction, 2 points on the Beaufort scale, no ice, visibility approx. 0.5–1 nautical mile, sea flow direction – from south-west, speed approx. 0.7 knot, wave in the south-western direction approx. 0.7 m. The swaying within the ship was very low.

Location within the ship: it is believed that the man jumped overboard from the main deck of the ship.

Information on the human factor: The ship crew was friendly, no conflicts have been noticed among the crew members. The disappeared second mate was incommunicative and withdrawn; after standing his watch he often stayed on the bridge of the ship, was not active in the communication with other crew members and used to leave for rest in his cabin on completing his watch.

Consequences: a man disappeared from the ship.

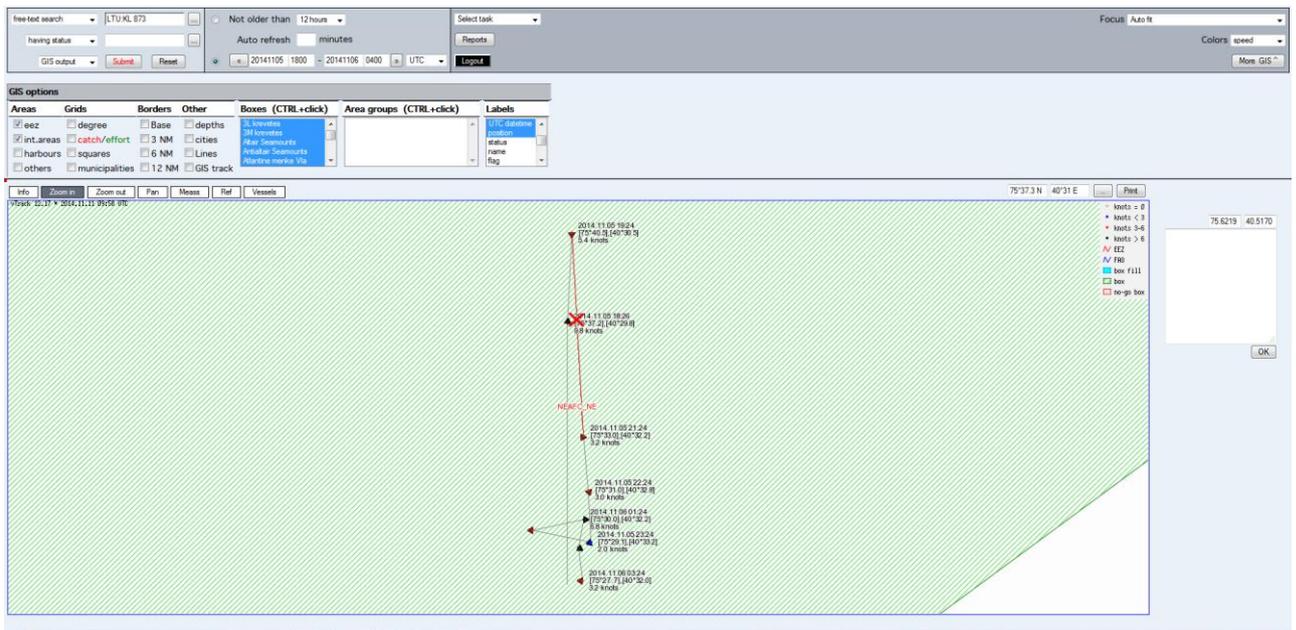


Figure 2. Location of “Karalius” ship during the marine accident.

2.4. Shore authority involvement and emergency response

Participating entities:

The captain of “Karalius” ship notified ARCTIC FISHING shipowner immediately, upon failing to find the man on the ship during the repeated check of the ship’s premises, and the company instructed the captain to organise and commence the person’s search in the sea.

The Murmansk Rescue Coordination Centre (Russian Federation) received a notice from the captain of “Karalius” ship at 19.04 (ship’s time) and started the search within the sailing area of “Karalius” ship. Captains of “Morskoi Briz”, “Start”, “Kalmar” and “Norvag” ships were instructed to sail closer to “Karalius” and take part in the search for the man following the instructions of the captain of “Karalius”.

Facilities used: radio communication

Response time: urgent

Actions taken: immediate instruction for the search for the man

Results achieved: the man was not found.

3. NARRATIVE

At 18.15 on 5 November 2014 Greenwich mean time, the captain of “Karalius” fishing vessel that was fishing in the Barents sea, Arctic ocean, was informed that the second mate had disappeared. The fishing officer had replaced the second mate after his watch in the ship’s wheelhouse and the second mate left for the supper in the ship’s eatery but failed to arrive there. The captain ordered the chief mate to check the cabin of the second mate and the toilets of the ship but the search yielded no

results. The captain ordered the crew members to check the ship's premises once again. At 20.40 the captain raised the general alarm. All the ship crew had to gather at one predetermined place but the second mate failed to appear there. Then the captain ordered to check all the service and living premises of the ship but this did not yield any results either. At 20.40 the captain ordered to raise the "Man overboard" alarm, the ship was turned around to take the course back, and monitors were appointed to monitor the sea water around the ship from the upper bridge, using the search lights.

Other ships within the same fishing area were informed about the disappearance of a man on "Karalius" ship via ultrashort-wave radio station Channel 16 and medium-wave 2182 kHz radio stations. The Murmansk Rescue Coordination Centre was notified and undertook onshore management of ships "Morskoi Briz", "Start", "Kalmar" and "Norvag" searching for the disappeared person. In the sea, the search actions of these ships were coordinated by the captain of "Karalius" ship. Various schemes for searching for the man in the sea were applied but they yielded no results during an 18-hour search. The Murmansk Rescue Coordination Centre recommended that the search should be discontinued already after 8 hours as, according to doctors, under the prevailing weather and sea water conditions, the man could have remained in the water alive for approx. 3 to 5 minutes.



Figure 3. The standard height of the ship side visible from the main deck of the ship.

4. ANALYSIS

An analysis of the safety investigation materials has shown that the second mate left the ship's wheelhouse through the door of the right side wing and had to walk over the main deck to the ship's eatery, however, he did not arrive there. During the investigation, the height of the side was measured – 1.20 m from the deck and the height of the railings at the ship's ladder – 1.0 m (Figure 3); the sea was calm so it was impossible to fall overboard by accident.

According to the crew members, relations among them were good and friendly. No crew member had seen the second mate after he left the wheelhouse as the majority of the crew members were resting in their cabins after work, and others were at their workplaces.

The second mate was a dutiful officer responsible for navigation assisting the captain, he performed his work well, was very withdrawn, talked little; often after his watch he remained in the wheelhouse, there was little communication between him and his colleagues, mainly on work matters. He did not tell anybody about his personal life or family.

On collection of the safety investigation materials, it has been established that the second mate, a Russian citizen, had problems concerning a credit taken from a Russian bank. The bank had offered him to pay the credit within three days, otherwise, as the bank had strictly warned, it will take actions under the law, including the possibility of involving the police and other state authorities. It is seen from the safety investigation materials that the man working at sea (separated from mainland and deprived of the possibility to communicate with the bank's representatives eye-to-eye) was under a huge psychological pressure. The second mate could communicate with the bank's representatives only over the phone and only from time to time as the ship was fishing in the open sea, far from the shores, moving between the fishing area's quadrants, and the possibilities of using the phone were limited.

5. CONCLUSIONS

A very serious casualties – death of a person (suicide) occurred by decision of the person himself. The analysis of the safety investigation information leads to a conclusion that any other circumstances or possibilities of the person's disappearance from the ship are not convincing and are not feasible.

6. SAFETY RECOMMENDATIONS

1. ARCTIC FISHING, the owner of ship, and captains of the ships are recommended to pay attention to the psychological condition of the crew members while working at sea and, where necessary, to take relevant action to improve this condition; in particular, attention should be focussed on persons who are withdrawn and avoid communication so that similar cases (suicides) are avoided in the future.
2. Upon receipt of the safety recommendations, ARCTIC FISHING is to inform the Marine Accidents and Incidents Investigation Manager of the Transport Accidents and Incidents Investigation Division of the Ministry of Transport and Communications, within one year from receipt of the safety recommendations, about the implementation of the above recommendation.

7. APPENDICES

Annex A. The door on the starboard of the ship through which the disappeared person had left the wheelhouse.

Annex B. The ship ladder of the starboard of the ship that is supposed to have been used by the disappeared person to reach the main deck.

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