



SAFETY RECOMMENDATION No: 03/2014

Text of Safety Recommendation:

It is recommended that a 48-month maintenance schedule regarding the overhauling of all electromechanical parts of the fishing vessels equipment should be set up, taking into consideration the manufacturers' maintenance manuals.

No of Safety Investigation Report: 01/2014: Grounding and Foundering of F/V "AGIA MARINA" Registry of Mytilene no. 363
(See the full Report [here.](#))

Safety Recommendation addressed to: Owning Company of the F/V.

Date of publication: 21/12/2015

Comments-Remarks:

INFORMATION OF ACCIDENT

Type of vessel: Fishing Vessel

Year of built: 1982

Grounding and Foundering of F/V "AGIA MARINA", Registry of Mytilene no. 363

Course of events

On Sunday the 21st December 2014 at around 18:14, the F/V "AGIA MARINA" with a crew of one (01) Greek Captain and four (04) Fishermen of Egyptian nationality, having completed her fishing activity at the sea area of Scala, Sykaminea North of Lesvos, Greece, started her return for the port of Mithimna ("Molivos"), Lesvos, Greece carrying approximately 150 kg of catch. The prevailing weather conditions were South winds of 4-5 Bft with gusts of 6 Bft.

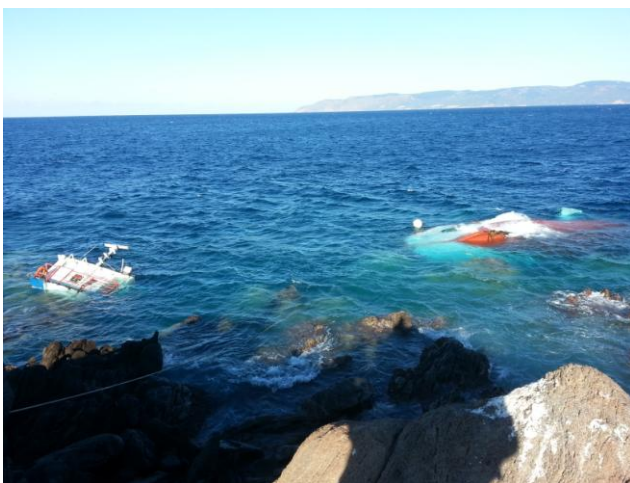
While sailing near the northern coast of Mithimna port and at approximately 18:49, a malfunction of the steering mechanism occurred causing the loss of control and the vessel's grounding at a distance of 04 m from the rocky coast. The Captain and three (03) Fishermen abandoned the vessel falling into the sea. With the Captain's assistance the Fishermen who did not know swimming managed to go ashore using a rope, whereas one (01) Fisherman was recovered by an auxiliary boat of a fishing vessel which was in the area and had rushed for assistance. No injury was reported.



Grounding point of «AGIA MARINA»
(Source: HCG/Safety of Navigation Directorate – Map Source: Google Maps)

Extent of damage

AGIA MARINA remained at the grounding spot and due to the sea conditions she sustained multiple breaches and was foundered the following day. Only few parts of her equipment were recovered, whereas all documents, including the Bridge Log Book were lost.



Photos from the vessel's total loss due to the sea conditions and the rocky coast and from her equipment parts which were recovered a few days after the accident.

Probable cause

A malfunction of the steering mechanism took place leading to the rudder's immobilization and the inability of its control from the bridge area. The Captain lost the navigation control and the vessel maintaining a course toward the rocky coast grounded shortly with her port bow against cape "Kseres".

Conclusions

1. The vessel was navigating at a small distance from the shallow waters near cape "Kseres" and there was not efficient reaction time after the steering gear's malfunction. During the sailing the implementation of the Radar's range rings function was not performed.
2. The arrangement of the steering control systems' activation valves was such that the Captain could not immediately switch from the electrohydraulic control mode to the manual control mode. The Fishermen onboard the vessel were not familiar with that procedure.
3. Although the legislation applicable to AGIA MARINA provided that all mechanical and electrical parts of her equipment had to be inspected every 12 months and overhauled at least once every 48 months no such operation had taken place for the steering gear.
4. The swimming ability of Fishermen onboard Fishing Vessels is not obligatory according to the existing legal framework.
5. The Captain had exceeded the maximum working hours for the day of the casualty and fatigue cannot be excluded from the contributing factors to this marine casualty