

COLLISION BETWEEN M/V ARKLOW WILLOW IRELAND FLAG IMO NO.9314600 and FISHING TRAWLER AGIOS NEKTARIOS GREEK FLAG Reg. No. 1020

Marine casualty Safety Investigation

Law 4033/2011 as amended and applies

(summary extract of art. 1.b, 4.1.a
& 4.1.b)

The conduct of Safety Investigations into marine casualties or incidents is independent from criminal, discipline, administrative or civil proceedings whose purpose is to apportion blame or determine liability. The sole objective of the conduct of a safety investigation is to ascertain the circumstances that caused the marine accident or incident through analysis, to draw useful conclusions and lessons learned that may lead, if necessary, to safety recommendations or proposals addressed to parties or stakeholders involved in order to take remedial actions, aiming to prevent or avoid future marine accidents.

Points of Interest

- This Interim Report has been prepared by virtue of art. 16.2 Law 4033/2011, as applies (art. 14.2 Directive 2009/18/EC) as the full investigation report will not be published within 12 months of the marine accident date.
- The Interim Report has been published for the sole purposes of the safety investigation process with no litigation in mind and should be inadmissible to any judicial or other proceedings (administrative, disciplinary, criminal or civil) whose purpose is to attribute or apportion blame or liability.
- The Interim Report only aims to present a concise summary of the events occurred on the 2nd of April 2016 that led to a serious marine accident.
- The Interim Report does not constitute legal advice in any way and should not be construed as such.

Serious marine casualty

March 2017

HBMC conducts the safety investigation of issued marine casualty as the Lead Investigating State. The content of this Interim Report is based on current available information and data collected and analyzed during the safety investigation process into captioned marine casualty. The completion of the procedure as defined in relevant legislation may reveal or identify new information, data or evidence and consequently cause changes or amendments in data provided by this Interim Report. All times quoted are local times unless otherwise stated.

Marine accident synopsis

On the 2nd of April 2016, at approximately 00:30 the Ireland flagged M/V “Arklow Willow” and the Greek flagged Fishing Trawler “Agios Nektarios” collided at Ionio Sea, approximately 11 n.m North of Killini port at the North West coast of Peloponnese. At the time of the casualty the Master of Arklow Willow was at the bridge performing the 20:00-24:00 navigational watch, as the vessel’s time was UTC + 2 hours, one hour before of the local time (UTC + 3), while Agios Nektarios was engaged to fishing operations and the Skipper was on the bridge. Prior to the casualty, the Master of Arklow Willow spotted Agios Nektarios on the radar at the vessel’s port bow to a distance of 6nm. At that time Arklow Willow was sailing with a west course with a heading of 237° and a speed of 13 knots, while the trawler was sailing with a heading of 356° and a speed of 3 knots. The weather conditions were good with calm sea, clear sky and good visibility and both vessels were visible to each other by sight. In addition, both vessels had the necessary navigational lights in operation, however it was reported that the navigational lights of Agios Nektarios indicating the fishing operation were not visible to the Master of Arklow Willow.

The Master of Arklow Willow assessed the courses of the two ships and calculated that the trawler would pass his vessel’s stern at a distance of 0,3nm. Similarly, the skipper of Agios Nektarios assessed the unfolding situation but based on his knowledge and experience and since the fishing gear was deployed at sea he took no action as he was expecting that Arklow Willow would alter her course.

At approximately 00:20, the posted look out of Arklow Willow left the bridge to perform a safety patrol to the vessel’s areas and the Master was the only one left on the bridge. At the same time Master started calling the relieving watch crew of the 00:00-04:00 navigational watch, to come on the bridge. The Master reported that after confirming that the CPA remained at 0,3 nm, he filled the Bridge log book and moved to the small galley located at the starboard side, towards the back area of the bridge. At approximately 00:30 ARKLOW WILLOW collided with her port bow to the trawler’s starboard side.

Following the collision Arklow Willow maintained her course with the same speed, while the trawler’s skipper reported the collision to Olympia Radio and to the port Authority of Killini. A few minutes later the Skipper had a short VHF contact with the Master of Arklow Willow about the incident however the vessel proceeded to her planned voyage. The Master informed the 2nd officer who took over the navigational watch about the incident and went to his cabin to rest.

Olympia radio reported the collision to Piraeus JRCC, and Arklow Willow was instructed to turn and proceed to Killini anchorage. At approximately 02:45 Arklow Willow altered her course towards Killini anchorage, where she dropped anchor at 05:40. In the mean time Agios Nektarios by her own means returned to Killini port where she was safely berthed around 02:30.

Investigation

The undergoing safety Investigation and analysis highlighted contributing and underlined factors such as poor bridge performance concerning the monitoring of the vessel’s courses, disregard to COLREGs, lack of effective communication between the two vessels, poor judgment and others as they will be listed in the Final Report.

Final Safety Investigation Report

A draft safety Investigation report is under preparation and is expected to be finalized and circulated to involved and interested parties for consultation.



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FACTUAL INFORMATION

SHIPS PARTICULARS

Name	ARKLOW WILLOW	AGIOS NEKTARIOS
Flag	IRELAND	GREECE
Port of Registry	Arklow	Thessalonikis
Ship's type	Other Cargo	Fishing Trawler
IMO	9314600	N/A
Call sign	EIQP	SY5328
LOA	136,43m	33,20
Breath	21,20m	7,80
Year of built	2004	2004
Shipyard	Kyokuyo, Japan	Thessaloniki /Greece
Construction	Steel	Steel
Gross Tonnage	8935	252
Net Tonnage	4815	-
Engine / Power	Wartsila 6L38B, 4 stroke turbo charged, 6 cyl. x380mm bore, piston stroke 475mm/4350 kw	1 Diesel Caterpillar / 183,75 kw
Classification Society	Bureau Veritas	N/A
Minimum Safe Manning	10	2

Voyage Particulars

Date of departure	01-04-2016	31-03-2016
Trading Area	International Voyages	Internal & international waters (Mediterranean sea A1 GMDSS)
Cargo on board	Ballast condition	No
Crew on board	12	5

Marine Casualty Information

Date & time	02/04/2016 & 00:30	
Type of marine casualty	Serious marine casualty	
Weather & environmental conditions	Wind force 3-4 bfrs NNE - sea state calm -visibility very good	
Location of casualty	11 n.m north of Killini Port Lat: 38° 07, 59' E Long: 021° 07,89 N	
Damages to ship	Small indents and scratches on the forward bulbous bow external plating and associated internals.	Cracks associated with extensive buckling of her hull at the forward starboard side, above the water line, extending internally to the forecastle and forward at the trawler's bulbous bow.
Fatalities / serious injuries	None	None
Marine pollution	None	None

M/V ARKLOW WILLOW and FISHING TRAWLER AGIOS NEKTARIOS AT KILLINI PORT

