



**MINISTRY OF JUSTICE OF THE REPUBLIC OF LITHUANIA
TRANSPORT ACCIDENT AND INCIDENT INVESTIGATION DIVISION**

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Data have been accumulated and stored in the Register of Legal Entities, code 188604955

Reval Seafood OU

27 July 2020 No. (L-19/12) 3A-

Copy: Estonian Safety Investigation Bureau

THE SUBMISSION OF SAFETY RECOMMENDATIONS

Dear Madams/Sirs,

In accordance with the part 6 of the Annex of the Regulation No 1286/2011¹, the Safety investigation report of serious accident with Estonian flag fishing vessel Reval Viking (IMO 9211030) and Lithuanian flag fishing vessel Lokys (IMO 9226736), occurred on 19 August 2019 in Barents Sea was published.

Pursuant to paragraph 7 of the article 2.12 of the Casualty Investigation Code², parts 5-7 of the Annex of the Regulation (EU) No 1286/2011, three safety recommendations has been issued for Reval Seafood OU:

'SR-2020-L-03

It is recommended to Reval Seafood OU develop and implement measures for its vessels, explaining when the deck officers in the wheelhouse are considered as part of the navigational watch and obligating to make records into logbook about the changed composition of the navigational watch.'

'SR-2020-L-04

It is recommended to Reval Seafood OU develop and implement measures for its vessels, ensuring the prevention of any navigational action, that is not agreed with the officer-in-charge of the navigational watch.'

'SR-2020-L-05

It is recommended to Reval Seafood OU develop and implement measures to ensure that, even in the event of unplanned fishing-related activities, its vessels maintain the required work and rest regime, in particular for those working in the wheelhouse.'

¹ Commission Regulation (EU) No 1286/2011 of 9 December 2011, adopting a common methodology for investigating marine casualties and incidents developed pursuant to Article 5(4) of Directive 2009/18/EC of the European Parliament and of the Council

² Code of the International Standards and Recommended practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code), adopted by resolution MSC.255(84) of the International Maritime Organisation

Please note that a safety recommendation shall in no case create a presumption of blame or liability for an accident or incident.

Pursuant to part 7 of the annex of the Regulation (EU) No 1286/2011, please confirm in writing that you have received this letter and, within 90 days from the date of receipt, inform us about the action taken or to be taken and, if so, how long it will take to implement these actions. If you do not plan to take action, please state the reasons for such decision. We also inform you that we will provide our opinion to your reply within 60 days after receiving it.

Please note that this letter and your answers will be published on the website of the Ministry of Justice of the Republic of Lithuania. In view of this, your answer should not contain personal and confidential information. If, however, such information is required, it should be sent separately and its confidentiality emphasized. Otherwise, all personal and confidential information will not be published.

ATTACHMENT. Safety investigation report of serious accident with Estonian flag fishing vessel Reval Viking (IMO 9211030) and Lithuanian flag fishing vessel Lokys (IMO 9226736), occurred on 19 August 2019 in Barents Sea, 31 pages.

Yours sincerely,

Advisor of Transport Accident and Incident Investigation Division,
Investigator-In-Charge of Maritime Accidents and Incidents

Mindaugas Česnauskis