

MAIB

MARINE ACCIDENT INVESTIGATION BRANCH

FLYER TO THE FISHING INDUSTRY

Fatal accidents on fishing vessels *Korenbloem, Osprey III and Optik*

Three fatal accidents occurred on UK fishing vessels during November 2009. All three resulted from crew members being carried overboard, and involved contact with the gear. None wore lifejackets whilst working on deck.



Korenbloem

On 6 November a deckhand on board the scallop dredger *Korenbloem* fell overboard whilst preparing to shoot the gear. He was standing on top of the catch in the scallop tray, which was at much the same height as the bulwark. Although he was not seen going overboard, the injuries he sustained indicated that, at some point during the accident, he was struck or crushed against the ship's side by the towing beam as the vessel rolled heavily in beam seas. Two of his crewmates

jumped into the water and, with the help of other crew members, managed to recover him on board. Although he was airlifted to hospital, he was pronounced dead shortly after arrival.

During the evening of 11 November the stern trawler *Osprey III* was returning to port after a few days fishing. A damaged net was being lowered to deck following repair, when a bight of the net entered the sea. This caused the portion of the net flaked out on deck to run over the stern, and into the water. A deckhand, who was standing next to the net drum, became entangled in the net and gear, and was carried overboard. Whilst the skipper quickly manoeuvred his vessel alongside the casualty, who had surfaced nearby, he and the other crewman were unable to recover their colleague on board with the equipment they had available. The casualty was now weak from his immersion in the cold water, and unable to help himself; he disappeared beneath the surface and was lost. His body was recovered 1 week later.



Osprey III

Photograph courtesy of Kevin
c/o Trawlerphotos



Optik

A crewman on the creel fishing vessel *Optik* was dragged overboard while shooting creels on 18 November, when his foot became entangled in the dhan rope. The skipper immediately stopped the vessel and grabbed the remaining rope on deck to place it over the hauler. He quickly hauled in the line and his crewman was pulled back to the surface, still entangled in the rope. With his crewman suspended by his ankle over the side, the skipper was unable to pull him back on board until helped by a crewman from a nearby vessel, who jumped over to *Optik* to assist. Sadly, despite CPR, and helicopter evacuation, the crewman died shortly after arrival in hospital.

The MAIB investigations into these accidents found safety issues such as working practices, the use of personal protective equipment when working on deck, and the planning and ability to recover men from the sea, were common in all three incidents.

SAFETY LESSONS:

1. Constantly review work arrangements and practices to remove, as far as practicable, the risks inherent in the fishing operation. Ensure the separation of crew from the working gear where at all possible.
2. The wearing of lifejackets while working on deck will significantly improve the chances of survival should a crewman go overboard.

Plan and practise the recovery of a person from the sea, and ensure you have suitable equipment immediately available. It is only by practice that you will be able to react quickly and successfully should the worst happen. This flyer and the MAIB's investigation report are posted on its website:

www.maib.gov.uk

Alternatively, a copy of the flyer and/or report will be sent on request, free of charge.

Marine Accident Investigation Branch
Mountbatten House
Grosvenor Square
Southampton,
SO15 2JU

Telephone 023 8039 5500

Email: maib@dft.gsi.gov.uk

May 2010