

MCIB

Marine Casualty Investigation Board
Bord Imscrúdú Taisní Muirí



**INTERIM REPORT INTO THE
FATAL INCIDENT ON BOARD
'FV ENDURANCE'
APPROXIMATELY
200 NAUTICAL MILES OFF
SOUTH WEST COAST
OF IRELAND
ON
8th NOVEMBER 2016**

**REPORT NO. MCIB/267/INTERIM
(No.11 OF 2017)**

The Marine Casualty Investigation Board (MCIB) examines and investigates all types of marine casualties to, or on board, Irish registered vessels worldwide and other vessels in Irish territorial waters and inland waterways.

The MCIB objective in investigating a marine casualty is to determine its circumstances and its causes with a view to making recommendations for the avoidance of similar marine casualties in the future, thereby improving the safety of life at sea.

The MCIB is a non-prosecutorial body. We do not enforce laws or carry out prosecutions. It is not the purpose of an investigation carried out by the MCIB to apportion blame or fault.

The legislative framework for the operation of the MCIB, the reporting and investigating of marine casualties and the powers of MCIB investigators is set out in The Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

In carrying out its functions the MCIB complies with the provisions of the International Maritime Organisation's Casualty Investigation Code and EU Directive 2009/18/EC governing the investigation of accidents in the maritime transport sector.



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The Marine Casualty Investigation Board was established on the 25th March, 2003 under the Merchant Shipping (Investigation of Marine Casualties) Act, 2000.

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Report MCIB/267/INTERIM published by The Marine Casualty Investigation Board.
Published 1st December 2017.



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1. SUMMARY

On the 8th November 2016 the 'FV Endurance' was fishing for prawns (Nephrops) approximately 200 nautical miles south west of the Irish coast in the Porcupine Bank area. At approximately 18.30 hrs the nets were being hauled. The starboard side net was extremely heavy. In the course of retrieving the net one crewmember became trapped between the net and the starboard side stern quarter. The net slewed to starboard taking the Crewmember with it. The Crewmember was physically inverted, crushed against the starboard rail and was then carried over the rail by the force of the net.

The Crewmember landed on the ledge outboard of the rail and was pinned there by the net. The Skipper and crew managed to haul the Crewmember back over the rail and onto the after upper deck of the vessel. The Crewmember was fatally injured.

Note all times are local time = UTC + 1

2. FACTUAL INFORMATION

2.1 The vessel

Name:	MFV Endurance.
Type of Vessel:	Fishing Trawler.
Flag:	Irish.
Port of Registry:	Drogheda.
Port Letters & Number:	DA 31.
IMO No:	9210672.
MMSI:	250350000.
Call Sign:	EI 8285.
LOA:	27.64 metres (m).
Length:	23.87 m.
Beam:	8.85 m.
Depth Upper Deck:	7.05 m.
Gross Tonnage:	346.
Year:	2000.
Registered Owner:	Kedge Fishing Ltd Baltimore.
Main Engine:	Caterpillar 3512 749 kW.
Deck Machinery:	<p>The vessel is designed for the towing of twin rig trawl nets and is fitted with three single drum towing winches:</p> <ul style="list-style-type: none"> - one winch on the port side upper deck forward of the wheelhouse. - one winch on the starboard upper deck forward of the wheelhouse. - one winch on the centre of the upper main deck aft of the wheelhouse.

The two net drums are on the upper main deck aft. Each drum is capable of holding 50 fathom on net.

Fuel capacity: 70- mtr³

2.2 Voyage Particulars

The vessel departed Castletownbere at about 19.00 hrs on Sunday the 6th November 2016 to fish for prawns with a Skipper and seven crewmembers on board. The voyage was uneventful and the weather was good. Fishing commenced on Monday the 7th November 2016.

2.3 Marine Casualty Information

Type: Very Serious Marine Casualty.

Date: 8th November 2016.

Time: 19.00 hrs approximately.

Position: 200 NM West of South Coast of Ireland.
51° 48.00N 014° 09.00W.

Ship Operation: Fishing Vessel.

Location: Ireland, South West Coast.

Human factors: Entry to danger area beside trawl net.

Physical factors: Range of movement of trawl net.

Consequences: Death of one crewmember. Post mortem results stated the cause of death as haemorrhage and shock due to blunt force trauma.

Wind: West to northwest (300 degrees) mean 22 to 25 knots. Beaufort Force 6 but gusted to 32 to 36 knots. Beaufort gale force 8 Winds backed west 270 degrees after 21.00 hrs mean 21 to 25 knots Beaufort Force 6.

Weather: Infrequent passing rain showers. Showers more frequent after 21.00 hrs.

Temperature: The air temperature was 9 to 10 degrees Celsius: Sea temperature 13 degrees.

- Visibility: Moderate locally in showers (6 to 9 km), but generally good (greater than 10km).
- Waves: The significant wave height (combined wind generated sea + swell) was 3.8 to 4.0 m at beginning of period. The height (SWH) gradually increased to 4.5 m by end of period. The period of the waves was 7 to 8 seconds. Maximum wave height was 7.5 m. Average wave direction was from the southwest (225 degrees).



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