

## Interim report on the investigation of the fatal man overboard from the fishing vessel *Copious* (LK 985) about 30 miles south-east of the Shetland Islands on 18 February 2021

Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

### NOTE

This report is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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***The information contained in this interim report is based on investigations to date. Readers are cautioned that new evidence may become available that might alter the circumstances as depicted in this report.***

### FACTUAL INFORMATION

In the early hours of 18 February 2021, a deckhand on board the UK registered twin rigged stern trawler *Copious* fell overboard. The deckhand had climbed onto the aft bulwark to carry out an unplanned repair to the gear when he lost balance and fell into the sea. His lifejacket inflated automatically but, despite their efforts, his crewmates were unable to recover him back on board. The deckhand was recovered unconscious from the water by a coastguard helicopter and taken to hospital in Lerwick, Shetland Islands, but could not be resuscitated.

### INVESTIGATION

The MAIB’s investigation has considered all aspects of the accident to determine the causes and circumstances of the man overboard and subsequent drowning. These include the management of safe working practices on board *Copious* and aspects of emergency preparedness in relation to man overboard such as the equipment available, the conduct and effectiveness of drills, and the procedures in place.

### ONGOING ACTION

The MAIB investigation is complete and a draft report is being prepared and will be distributed to stakeholders for a 30-day consultation period in due course.

Image courtesy of David Meek (marinetraffic.com)



*Copious*

## SHIP PARTICULARS

Vessel's name	<i>Copious</i>
Flag	UK
Classification society	Not applicable
IMO number/fishing numbers	LK 985
Type	Twin rig stern trawler
Registered owner	60 North Fishing (Shetland) Ltd
Manager(s)	60 North Fishing (Shetland) Ltd
Year of build	2006
Construction	Steel
Length overall	18.98m
Registered length	16.49m
Gross tonnage	145
Minimum safe manning	Not applicable
Authorised cargo	Fish

## VOYAGE PARTICULARS

Port of departure	Lerwick, Shetland Islands
Port of arrival	Lerwick, Shetland Islands
Type of voyage	Fishing
Cargo information	Fish
Manning	6

## MARINE CASUALTY INFORMATION

Date and time	18 February 2021 at 0300
Type of marine casualty or incident	Very Serious Marine Casualty
Location of incident	Approximately 30nm south-east of Sumburgh, Shetland Islands
Place on board	Aft main deck
Injuries/fatalities	1 fatality
Damage/environmental impact	Not applicable
Ship operation	Hauling nets
Voyage segment	Mid-water
External & internal environment	Wind Beaufort force 5 to 6; 3.5m following swell; sea temperature approximately 7°C
Persons on board	6