

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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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Interim report on the investigation of the fatal man overboard from UK registered yacht CV30 in the Southern Ocean on 18 November 2017

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

FACTUAL INFORMATION

On 18 November 2017, while lowering a headsail in very rough seas in the Southern Ocean, Simon Speirs, a crewman on board the Clipper Ventures yacht CV30, fell or was washed overboard from the foredeck. He was initially secured to the yacht by his safety tether, but before he could be pulled back on board



CV30

his safety tether hook deformed and released, resulting in him becoming separated from the yacht. The yacht's crew immediately initiated the manoverboard procedure, and recovered Simon onto the yacht, but he was unconscious and not breathing and could not be resuscitated.

At the time of the accident, CV30 was taking part in the third leg of the Clipper Round the World Yacht Race having left Cape Town on 31 October 2017 bound for Fremantle, Western Australia.

INVESTIGATION

The MAIB investigation has considered all aspects of the accident, including the condition and the layout of the yacht, the nature of foredeck operations, the use of safety tethers and the manoverboard recovery process.

In January 2018, the MAIB issued a safety bulletin (SB1/2018¹) The use of safety harness tethers on sailing yachts, providing advice aimed at preventing lateral loading of tether hooks.

ONGOING ACTION

A draft report of the MAIB investigation is nearing completion and will be distributed to key stakeholders for a 30-day consultation in due course.

¹ <https://www.gov.uk/maib-reports/safety-warning-on-the-use-of-safety-harness-tethers-on-sailing-yachts>

SHIP PARTICULARS

Vessel's name	CV30
Flag	United Kingdom
Certifying Authority	International Institute of Marine Surveyors
Official Number	919480
Type	Clipper 70 sloop yacht
Registered owner	Clipper Ventures plc
Manager(s)	Clipper Ventures plc
Construction	Foam reinforced plastic
Year of build	2013
Length overall	21.32m
Displacement	34.7 tonnes
Authorised cargo	None

VOYAGE PARTICULARS

Port of departure	Cape Town, South Africa
Port of arrival	Fremantle, Australia
Type of voyage	Commercial sailing event
Cargo information	None
Manning	17

MARINE CASUALTY INFORMATION

Date and time	18 November 2017, 1414 (UTC+6)
Type of marine casualty or incident	Very Serious Marine Casualty
Location of incident	42° 30.331'S, 087° 36.317'E
Place on board	Foredeck
Injuries/fatalities	One fatality
Damage/environmental impact	None
Ship operation	Under sail
Voyage segment	Mid-water
External & internal environment	Wind: west-south-west force 5-7 Sea state: very rough Visibility: good