

**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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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 into the inadvertent discharge of a condensed aerosol fire extinguishing system on board the fishing vessel *Resurgam* resulting in one fatality in Newlyn, Cornwall on 15 November 2019

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

### Factual information

On 15 November 2019, the fishing vessel *Resurgam* was alongside in Newlyn, Cornwall, undergoing maintenance. Work being undertaken on board included the installation of a condensed aerosol fire extinguishing system, and replacement of a section of main engine exhaust.

Image courtesy of [MarineTraffic.com](http://MarineTraffic.com)



*Resurgam*

During its installation, the fire extinguishing system activated unexpectedly. At the time of the accident, there were four people in the engine room; two contractors installing the fire extinguishing system, and two members of the vessel owner's shore-based engineering team, who were working on the exhaust. Both installation contractors and one of the engineers managed to evacuate the engine room and get to the open deck. The other engineer, who was an apprentice, collapsed in the engine room. He was later recovered by the local fire and rescue service but could not be resuscitated.

### Investigation

The MAIB's safety investigation has examined all aspects of the safe conduct of operations on board *Resurgam*, including hazards associated with exposure to the aerosol particles and propellant gasses, installation standards for new equipment and control of work.

### Actions taken

In March 2020, the MAIB issued Safety Bulletin 1/2020<sup>1</sup>, which highlighted the potential risks to life from exposure to the aerosol particles.

### Ongoing action

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

<sup>1</sup> <https://www.gov.uk/maib-reports/safety-warning-after-inadvertent-activation-of-condensed-aerosol-fire-extinguishing-system-leads-to-a-fatality>.

## SHIP PARTICULARS

Vessel's name	<i>Resurgam</i>
Flag	United Kingdom
Classification society	Not applicable
IMO number/fishing numbers	8883551/PZ1001
Type	Beam trawler
Registered owner	W. Stevenson & Sons Ltd
Manager(s)	W. Stevenson & Sons Ltd
Construction	Steel
Year of build	1969
Length overall	26.22
Registered length	23.22
Gross tonnage	134.00
Minimum safe manning	Not applicable
Authorised cargo	Not applicable

## VOYAGE PARTICULARS

Port of departure	Not applicable
Port of arrival	Not applicable
Type of voyage	Alongside
Cargo information	Not applicable
Manning	Not applicable

## MARINE CASUALTY INFORMATION

Date and time	15 November 2019 at 1609
Type of marine casualty or incident	Very Serious Marine Casualty
Location of incident	Newlyn Harbour, North Pier
Place on board	Engine room
Injuries/fatalities	One fatality
Damage/environmental impact	None
Ship operation	Alongside, maintenance
Voyage segment	Alongside
External & internal environment	Moderate breeze and fine weather
Persons on board	5