

SYNOPSIS



Crimond II capsized and foundered at about 0630 on 24 April 2001, as a result of flooding which the crew had discovered a couple of hours earlier. The MAIB was informed that the crew of two had been rescued at 1007 that day.

On the afternoon of Monday 23 April 2001, *Crimond II* left Scarborough to fish at Ground Edge, about 35 miles to the north-east. Fishing began that evening, but at 2200 the vessel came fast on an underwater obstruction. While attempting to release the trawl by heaving with the winch, a hydraulic pipe burst. Attempts to repair the pipe failed. Shortly afterwards the vessel came free of the obstruction, but because the winch was not working, the trawl could not be hauled. Fearing

they may lose their gear, the crew steamed slowly back to Scarborough with the gear out.

After a while, the deckhand went below to get some rest, but when he opened the hatch to the trunk leading to the accommodation, he discovered that the space was flooded. He called the skipper, who, assuming that the flooding had spread from the trunk to the engine room and accommodation, went to the wheelhouse to switch on the electric bilge pumps. At this stage the skipper felt that the flooding could be controlled, so he did not summon help.

About 30 minutes later the floodwater disabled the electrical supply, causing the bilge pumps to stop working. Realising the situation was becoming dangerous, the skipper tried to contact the coastguard using the fixed radios, but these too had failed because there was no electricity supply.

Crimond II capsized and foundered, pulling the liferaft down with it. The two men found themselves in seawater of temperature 8°C to 9°C, clinging on to various buoyant items, including two lifebuoys and a gas bottle. More than an hour later they were rescued by helicopter, after the coastguard had received a signal from the EPIRB. Both men were taken to hospital, suffering from hypothermia. Both made a full recovery.

This report makes a recommendation to the skipper and the other owner, to ensure that in the future, all the crew that they employ have attended basic safety training courses, if required.

The other owner, who has interests in a number of fishing vessels, is recommended to apply the MCA's proposed enhanced requirements for bilge alarms as soon as possible.

A recommendation has been made to the MCA regarding the specification of EPIRBs.