

MAIB

MARINE ACCIDENT INVESTIGATION BRANCH

FLYER TO THE FISHING INDUSTRY

Good Intent (SY79) and *Silver Dee* (B310): Collision & Sinking

Image courtesy of Darren Purves and Marinetraffic.com



FV *Good Intent*



FV *Silver Dee*

At 0515 on 29 July 2015, the wooden trawlers *Silver Dee* and *Good Intent* collided. *Silver Dee* was badly damaged and started to flood rapidly but the vessel's crew were able to transfer to *Good Intent* before *Silver Dee* sank at 0545.

Silver Dee was heading towards fishing grounds to the south at 8kts. The skipper was alone, seated in the wheelhouse chair, and spent some time planning the day's fishing. He was not monitoring other vessels, and he did not see *Good Intent* until seconds before the collision.

Good Intent had been drifting overnight, and at 0430 got underway to re-position ready for the day's fishing. The vessel's watchkeeper had not been in the wheelhouse for much of the 45 minutes before the accident. He had not seen *Silver Dee* and, at 0510, having reached the

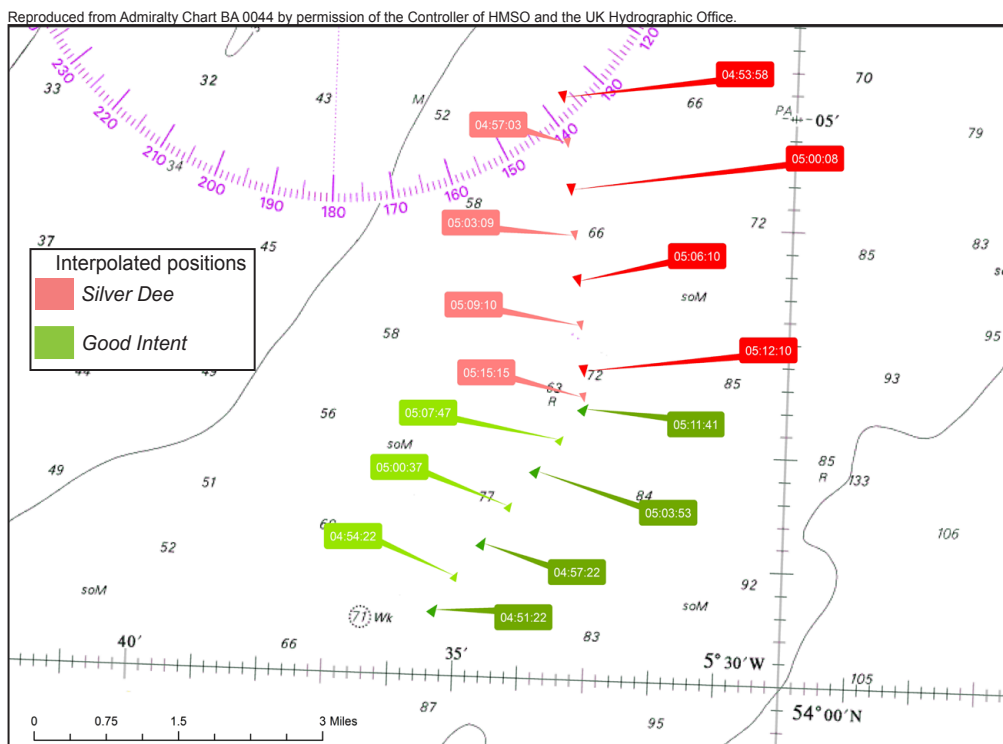


Figure 1: AIS tracks of *Silver Dee* and *Good Intent*

position marked by the skipper, he stopped *Good Intent* directly in its path when the vessels were only 0.6nm apart. *Good Intent's* watchkeeper then went to wake the skipper and crew. When he returned to the wheelhouse, he saw *Silver Dee* extremely close off the vessel's port side. Although he put the engine to full astern, it was already too late to prevent the collision.

Silver Dee struck *Good Intent's* port shoulder. *Silver Dee's* planking split either side of the stem and water flooded into the cabin space and quickly spread to the fish hold. *Good Intent* suffered only minor damage. The two vessels were manoeuvred alongside each other and *Silver Dee's* crew stepped across to *Good Intent*. *Good Intent's* skipper broadcast a DSC alert and informed Belfast Coastguard of the situation by VHF radio. *Silver Dee's* EPIRB and liferaft surfaced immediately after the vessel sank. There were no injuries.



Figure 2: *Silver Dee* stern seconds before sinking

Safety Lessons

- MGN 313 (F) Keeping A Safe Navigational Watch on Fishing Vessels contains excellent advice based on lessons learned from previous accidents. All skippers should be aware of its content.
- A vessel that is seen can be avoided. A vessel that isn't seen is an accident waiting to happen. Wheelhouse watchkeepers need to be well rested, alert and use all means available to keep a proper lookout.
- The wheelhouse is the best place to keep a navigational watch. Situations quickly change, and leaving the wheelhouse unattended is fraught with danger. Other jobs can wait or can be done by somebody else.
- It is reassuring to know that if a vessel sinks, its EPIRB will alert the coastguard and its liferaft will provide temporary shelter – providing they are well maintained and correctly stowed.
- Many older wooden fishing vessels do not have collision or other watertight bulkheads and are susceptible to rapid flooding and foundering if damaged.

This flyer and the MAIB's investigation report are posted on our website: www.maib.gov.uk

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