

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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 capsizing and foundering of the fishing vessel *Angelena* (BM 271) south-east of Exmouth, England on 18 June 2021

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

FACTUAL INFORMATION

At 1156 on 18 June 2021, the UK registered stern trawler *Angelena* capsized and sank about 8 nautical miles south-east of Exmouth while its fishing gear was being recovered by the skipper, who was operating the vessel alone. The cod end was full of sand, mud and fish and, once lifted clear of the water, the net swung to starboard and *Angelena* capsized.

The vessel sank rapidly and the skipper did not have time to raise the alarm before entering the water. He was wearing a lifejacket that was fitted with a personal locator beacon and he managed to swim to, inflate, and board the vessel's liferaft, which had floated free. He activated his personal locator beacon once in the liferaft and, at about 1236, he was rescued unharmed from the liferaft by the nearby range safety vessel *Smit Cerne*.



Angelena

INVESTIGATION

The MAIB's investigation has considered the identified aspects of the accident to determine the causes and circumstances of *Angelena's* capsizing and loss. These include stability knowledge and training, safe crewing levels and lifesaving equipment requirements.

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.

SHIP PARTICULARS

Vessel's name	<i>Angelena</i>
Flag	UK
IMO number	BM 271
Type	Stern trawler
Registered owner	Privately owned
Manager(s)	Privately managed
Year of build	1988
Construction	Steel
Length overall	13.99m
Registered length	11.82m
Gross tonnage	19.38
Authorised cargo	Not applicable

VOYAGE PARTICULARS

Port of departure	Brixham
Port of arrival	Brixham (intended)
Type of voyage	Coastal
Cargo information	Not applicable
Manning	1

MARINE CASUALTY INFORMATION

Date and time	18 June 2021 at 1156
Type of marine casualty or incident	Very Serious Marine Casualty
Location of incident	8nm south-east of Exmouth, Devon
Place on board	Overside
Injuries/fatalities	Not applicable
Damage/environmental impact	Vessel lost, negligible harm to the environment
Ship operation	Fishing
Voyage segment	Mid-water
External & internal environment	Northerly force 4 to 5 winds; sea state 3 to 4 offshore; sea surface temperature 16°C; good visibility
Persons on board	1