

**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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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 the fishing vessel *Pioneer* (NN 200) south of Hastings, England on 29 July 2021

*The information contained in this interim report is based on the various aspects of the investigation completed 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

At about 0853 on 29 July 2021, the skipper of the UK registered fishing vessel *Pioneer* fell overboard from the starboard aft deck of the vessel while it was on passage 3.3 nautical miles south-east of Hastings. The vessel's deckhand, who was in the wheelhouse, heard the skipper shout and immediately went out on deck, then threw a lifebuoy towards him in the water. The deckhand returned to the wheelhouse and manoeuvred the vessel back towards the skipper, who was not wearing a personal flotation device. Despite his best efforts, the deckhand was unable to recover the skipper back on board. He was subsequently rescued and airlifted to hospital, where he was later declared deceased.



*Pioneer*

### INVESTIGATION

The MAIB's investigation has considered the identified aspects of the accident to determine the causes and circumstances of the loss of the skipper. These include awareness and mitigation of the risk of falling overboard, the on board emergency preparedness and the regulatory barriers to prevent such accidents.

### ONGOING ACTION

The MAIB's 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>Pioneer</i>
Flag	United Kingdom
IMO number/ fishing number	NN 200
Type	Static gear
Registered owner	Privately owned
Manager(s)	Not applicable
Year of build	1988
Construction	Glass Reinforced Plastic
Length overall	7.94m
Registered length	7.94m
Gross tonnage	3.93
Minimum safe manning	Not applicable
Authorised cargo	Fish

## VOYAGE PARTICULARS

Port of departure	Hastings, England
Port of arrival	Hastings, England
Type of voyage	Fishing
Cargo information	Fish
Manning	2

## MARINE CASUALTY INFORMATION

Date and time	29 July 2021, about 0853
Type of marine casualty or incident	Very Serious Marine Casualty
Location of incident	3 nautical miles south-east of Hastings
Place on board	Aft main deck
Injuries/fatalities	1 fatality
Damage/environmental impact	None
Vessel operation	Underway
Voyage segment	Mid-water
External & internal environment	Wind south-westerly force 5-7, good visibility, 2 metre swell, sea temperature 16-17°C
Persons on board	2