

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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 collision between the pair trawlers *Guiding Light* (H 90) and *Guiding Star* (H 360) resulting in the flooding and sinking of *Guiding Star* 33 nautical miles south-east of Fair Isle, Scotland on 6 October 2022

*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 1149 on 6 October 2022, the pair trawlers *Guiding Light* and *Guiding Star* collided, resulting in the flooding and sinking of *Guiding Star*, 33 nautical miles south-east of Fair Isle, Scotland. The vessels had completed their last haul of a six-day fishing trip, and the cod end was being transferred from

*Guiding Star* to *Guiding Light*, when the vessels drifted together in the rough sea conditions. *Guiding Light*'s bulbous bow made contact with *Guiding Star*'s stern, which was breached, resulting in flooding of the aft compartment. *Guiding Star*'s crew attempted to pump out the flood water, but their efforts were unsuccessful.

*Guiding Star* started to sink by the stern and the crew launched the liferaft, while its skipper made a distress call and shortly afterwards gave the order to abandon ship. The crew could not access their lifejackets and immersion suits inside the flooded area, but *Guiding Light*'s crew transferred their survival equipment across to *Guiding Star*'s crew, who donned the gear and jumped into the liferaft.

*Guiding Light*'s crew used the vessel's power block to lift two of *Guiding Star*'s crew on board, before a large wave struck and capsized the liferaft. Its six occupants were thrown into the water but were able to swim back and grab hold of the overturned liferaft. Three of the six crew members were recovered from the water using *Guiding Light*'s power block and the last three crew members were winched to safety by a coastguard rescue helicopter. There were no serious injuries, and *Guiding Star* sank about an hour after the collision.

### INVESTIGATION

The MAIB's investigation has considered various aspects of the accident to determine the causes and circumstances of the collision. These include: the collision; the subsequent flooding and sinking of *Guiding Star*; the emergency response; and the provision and location of survival equipment.

### ONGOING ACTION

The MAIB investigation is complete, and a draft of the report is being prepared and will be distributed to stakeholders for a 30-day consultation period in due course.

Image courtesy of Fishing News



*Guiding Light* and *Guiding Star*

## VESSEL PARTICULARS

Vessel's name	<i>Guiding Light</i>	<i>Guiding Star</i>
Flag	UK	UK
Classification society	Not applicable	Not applicable
IMO number/fishing numbers	9840025/H 90	9699488/H 360
Type	Stern/pair trawler	Stern/pair trawler
Registered owner	Andrew Marr International Ltd	Livingstone Fishing LLP
Manager(s)	Peter & J. Johnstone Ltd	Peter & J. Johnstone Ltd
Year of build	2017	2014
Construction	Steel	Steel
Length overall	25.98m	26.01m
Registered length	23.99m	23.94m
Gross tonnage	262	261
Minimum safe manning	7	Not recorded
Authorised cargo	Fish	Fish

## VOYAGE PARTICULARS

Port of departure	Peterhead, Scotland	Peterhead, Scotland
Port of arrival	Peterhead, Scotland	Peterhead, Scotland (intended)
Type of voyage	Fishing	Fishing
Cargo information	Whitefish	Whitefish
Manning	7	8

## MARINE CASUALTY INFORMATION

Date and time	6 October 2022 at about 1149	
Type of marine casualty or incident	Very Serious Marine Casualty	
Location of incident	33 nautical miles south-east of Fair Isle, Scotland	
Place on board	Hull	Hull
Injuries/fatalities	None	None
Damage/environmental impact	Impact damage to the bulbous bow, requiring internal and external welding repairs.	Total loss. Penetration through the stern. Fishing gear debris and possible fuel oil pollution.
Ship operation	Fish transfer	Fish transfer
Voyage segment	Mid-water	Mid-water
External/internal environment	Gale force winds; rough to very rough seas; moderate swell; good visibility with sea spray; sea surface temperature 12.4°C	
Persons on board	7	8