

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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 a fatal fall from height while boarding the Finland registered roll-on/roll-off cargo ship *Finnhawk* from the UK registered pilot vessel *PV Humber Saturn* off the Humber Estuary, England on 8 January 2023

***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 1300 on 8 January 2023, a pilot fell from the pilot ladder while boarding the roll-on/roll-off (ro-ro) cargo vessel *Finnhawk* at the entrance to the Humber Estuary. The pilot landed on the handrail and deck of the attending pilot vessel *PV Humber Saturn* before sliding into the water, where his lifejacket automatically inflated. The pilot was quickly brought to the pilot vessel's aft recovery platform, but the crew were unable to raise the platform and recover the pilot on to *PV Humber Saturn*. A second pilot descended to the submerged platform and held the injured pilot's head clear of the water. A "Mayday" broadcast resulted in the deployment of a Royal National Lifeboat Institution all-weather lifeboat and a coastguard rescue helicopter, and the pilot was transferred from *PV Humber Saturn* to hospital. The pilot did not recover consciousness and was declared deceased later that afternoon. The second pilot suffered minor hypothermia and strained arm muscles.

### INVESTIGATION

The MAIB's investigation has considered various aspects of the accident to determine the causes and circumstances of the pilot's fall from the pilot ladder. These include: the ro-ro cargo vessel's pilot ladder arrangements; the personal protective equipment being worn; the pilot vessel's man overboard recovery arrangements; and pilot fitness and training requirements.

### ONGOING ACTION

The MAIB investigation is ongoing. On completion of the investigation, a draft of the report will be prepared and distributed to stakeholders for a 30-day consultation period.

Image courtesy of Michael Ludlow (MarineTraffic.com)



*PV Humber Saturn alongside Finnhawk on a previous occasion*

## VESSEL PARTICULARS

Vessel's name	<i>Finnhawk</i>	<i>PV Humber Saturn</i>
Flag	Finland	UK
Classification society	Registro Italiano Navale S.p.A	Not applicable
IMO number/fishing numbers	9207895	Not applicable
Type	Roll-on/roll-off cargo ship	Pilot vessel
Registered owner	Finnlines Plc	Associated British Ports (ABP) Humber
Manager(s)	Finnlines Plc	ABP Humber
Year of build	2001	2006
Construction	Steel	Glass-reinforced plastic
Length overall	162.582m	15.28m
Registered length	153.6m	Not applicable
Gross tonnage	11,671	Not applicable
Minimum safe manning	11	2
Authorised cargo	Freight vehicles	Pilots

## VOYAGE PARTICULARS

Port of departure	Helsinki, Finland	Grimsby, England
Port of arrival	Hull, England	Grimsby, England
Type of voyage	International	Internal
Cargo information	Freight vehicles	Pilots
Manning	15	2

## MARINE CASUALTY INFORMATION

Date and time	8 January 2023 at 1300	
Type of marine casualty or incident	Very Serious Marine Casualty	
Location of incident	West of No.3 Chequer buoy, at the entrance to the Humber Estuary	
Place on board	Starboard pilot ladder station	Not applicable
Injuries/fatalities	Pilot fatality	
Damage/environmental impact	None	Minor damage to port forward handrail
Ship operation	Embarking/disembarking people	
Voyage segment	Arrival	Mid-water
External/internal environment	Air temperature 8°C; wind direction westerly; wind speed 19kts; wave height 0.65m; wave direction south-south-easterly; sea surface temperature 7°C.	
Persons on board	15	3 pilots, 2 crew