

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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 loss of the port inner propeller shaft and subsequent grounding of the roll-on/roll-off passenger ferry *Pentalina* at St Margaret’s Hope, South Ronaldsay, Scotland on 29 April 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 1933 on 29 April 2023, the domestic roll-on/roll-off (ro-ro) passenger ferry *Pentalina* grounded at St Margaret’s Hope, South Ronaldsay, Scotland following a loss of propulsion control after the port inner shaft failed and sheared in two. There were 59 passengers, 28 vehicles and 13 crew on board. There were no injuries, no vehicles were damaged and there was no significant damage to the hull plating following the grounding. The failed propeller shaft fell out through the stern tube, causing flooding in the port engine room that was contained with damage control. The passengers were disembarked onto a Royal National Lifeboat Institution lifeboat and taken ashore. *Pentalina* was towed to the ro-ro berth the following day and the vehicles were unloaded.

INVESTIGATION

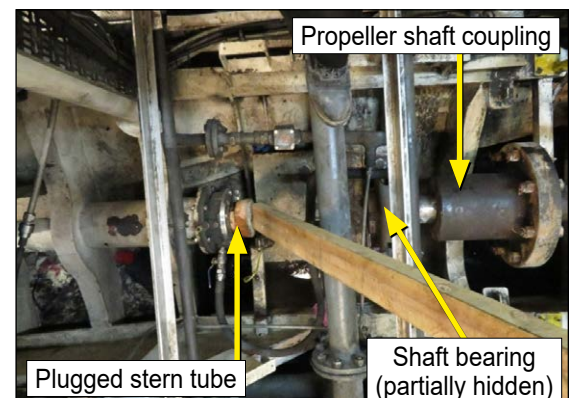
The MAIB’s investigation has considered all aspects of the accident to determine the causes and circumstances of *Pentalina*’s grounding, including analysis of the loss of propulsion control; the effect of a continuous sounding high intensity alarm on the bridge; and the failure of the port inner propeller shaft.

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.



Pentalina on the ro-ro berth at St Margaret’s Hope



View of port inner shaft line, showing the missing propeller shaft

VESSEL PARTICULARS

Vessel's name	<i>Pentalina</i>
Flag	UK
Classification society	Lloyd's Register ¹
IMO number	9437969
Type	Domestic roll-on/roll-off passenger ferry
Registered owner	Pentland Ferries
Manager(s)	Pentland Ferries
Construction	Steel
Year of build	2008
Length overall	70.6m
Registered length	70.6m
Gross tonnage	2382
Minimum safe manning	8
Authorised cargo	247 passengers and 70 vehicles

VOYAGE PARTICULARS

Port of departure	Gills Bay, mainland Scotland
Port of arrival	St Margaret's Hope, South Ronaldsay, Scotland
Type of voyage	Coastal
Cargo information	59 passengers and 28 vehicles
Manning	13

MARINE CASUALTY INFORMATION

Date and time	29 April 2023 at 1933 (UTC ² +1)
Type of marine casualty or incident	Serious Marine Casualty
Location of incident	Approaching St Margaret's Hope, Scotland
Place on board	Port engine room
Injuries/fatalities	None
Damage/environmental impact	Minor hull damage; loss of propeller shaft; no environmental impact.
Ship operation	In passage
Voyage segment	Arrival
External & internal environment	Daylight; wind force 4; visibility good.
Persons on board	72

¹ *Pentalina*'s classification society has subsequently changed to RINA.

² Universal time coordinated.