

INTERIM REPORT

VERY SERIOUS MARINE CASUALTY

OCTOBER 2024

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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.

© Crown copyright, 2024

See http://www. nationalarchives.gov.uk/ doc/open-governmentlicence for details.

All reports can be found on our website:

www.gov.uk/maib

For all enquiries:

Email: iso@maib.gov.uk
Tel: +44 (0)23 8039 5500

Interim report on the investigation into the fatal injury to a deckhand following a lifting gear failure on board the scallop dredger *Honeybourne III* (PD905) approximately 16 nautical miles south of Newhaven, England on 6 October 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

On 6 October 2023, a deckhand on the UK registered scallop dredger *Honeybourne III* was struck by falling fishing gear. The deckhand sustained serious head injuries and died on board shortly afterwards. A 32mm chain that was part of the quick-release arrangement on the port derrick had failed where it passed over a static pin at the head of the derrick. This caused the fishing gear to fall to the deck, striking the deckhand who was working below.



Honeybourne III

INVESTIGATION

The MAIB's investigation has considered all aspects of the accident to determine the causes and circumstances, including working below suspended loads; the strength, suitability and maintenance of the quick-release arrangement; and the competence of people conducting lifting gear inspections.

ACTIONS TAKEN

In February 2024, the MAIB issued a safety bulletin (SB1/2024¹) highlighting concerns raised during the initial stages of the accident investigation.

The safety bulletin included a recommendation to the Maritime and Coastguard Agency to raise awareness among skippers and crew of the significant hazards associated with the use of chain links passing over a static pin as part of the derrick quick-release mechanism; confirm that the risk of failure had been assessed, mitigated and documented by the owner, operator and/or skipper; and, verify that the crew had been informed of the findings of the risk assessment and measures taken for their protection. The safety bulletin also included a recommendation to all owners, operators and skippers of UK scallop dredgers and beam trawlers that use chain as part of the derrick head quick-release mechanism to urgently ensure that a suitable and sufficient risk assessment is undertaken and documented; mitigations are identified and immediately implemented; and crew are informed of the findings.

ONGOING ACTION

The investigation is substantially 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.

^{1 &}lt;a href="https://www.gov.uk/maib-reports/safety-warning-issued-following-a-chain-failure-on-scallop-dredger-honeybourne-iii-with-loss-of-1-life">https://www.gov.uk/maib-reports/safety-warning-issued-following-a-chain-failure-on-scallop-dredger-honeybourne-iii-with-loss-of-1-life

VESSEL PARTICULARS				
Vessel's name	Honeybourne III			
Flag	UK			
Classification society	Not applicable			
IMO number	8211796			
Туре	Scallop dredger			
Registered owner	Macduff Shellfish (Scotland) Limited			
Manager(s)	Macduff Shellfish (Scotland) Limited			
Year of build	1983			
Construction	Steel			
Length overall	29.16m			
Registered length	25.84m			
Gross tonnage	215			
Minimum safe manning	7			
Authorised cargo	Scallops			

	_		_				_
•			\sim		DT		ARS
- 1	/ []	V /\		-			
-						JLF	7170

Port of departure	Shoreham, England
Port of arrival	Shoreham, England
Type of voyage	Scallop dredging
Cargo information	Scallops
Manning	7

MARINE CASUALTY INFORMATION

Date and time	6 October 2023 at 2347			
Type of marine casualty or incident	Very Serious Marine Casualty			
Location of incident	16nm south of Newhaven, England			
Place on board	Deck			
Injuries/fatalities	One fatality			
Damage/environmental impact	None			
Ship operation	Dredging operations			
Voyage segment	Mid-water			
External & internal environment	South-westerly, force 3 to 4; 2m swell; air temperature 17°C			
Persons on board	7			