

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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 into the collision between the crude oil tanker *Apache* and the stern trawler *Serinah* (GH 116) in the Firth of Clyde, Scotland on 25 April 2024

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 1503¹ on 25 April 2024, the Greece registered oil tanker *Apache* and the UK registered fishing vessel *Serinah* collided in the Firth of Clyde, Scotland. *Serinah* was engaged in fishing and *Apache* was underway, preparing to board a pilot after a passage from Nigeria.

Serinah was displaying clearly on radar and visibility in the area was approximately 5 miles. As *Apache* approached *Serinah* the fishing vessel turned to starboard, crossing the path of the oil tanker. The two vessels collided, causing significant damage to *Serinah*. The three crew on board *Serinah* escaped the fishing vessel as it sank and recovered to a liferaft that had deployed automatically. *Apache*'s master raised the alarm and initially continued their passage to the pilot station. *Serinah*'s crew were rescued uninjured by a Royal National Lifeboat Institution inshore rescue boat.

INVESTIGATION

The MAIB's investigation has considered the factors leading to the collision to determine its causes and circumstances; the expectations and actions on board both vessels; and the post-collision actions taken by *Apache*'s crew.

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 [Nereus Shipping S.A.](#)



Apache

Image courtesy of [Iain Cameron \(SmugMug\)](#)



Serinah

¹ Times shown in this report are local time (BST).

VESSEL PARTICULARS

Vessel's name	<i>Apache</i>	<i>Serinah</i>
Flag	Greece	UK
Classification society	American Bureau of Shipping	Not applicable
IMO number	9749489	GH 116
Type	Crude oil tanker	Stern trawler
Registered owner	Bayview Shipping Co SA, Panama	S & B Fish (Agency) Limited
Manager(s)	Nereus Shipping S.A.	S & B Fish (Agency) Limited, Troon, Scotland
Year of build	Steel	Steel
Construction	2015	2000
Length overall	274.17m	9.9m
Registered length	263.14m	9.15m
Gross tonnage	81,413	13.3t
Minimum safe manning	12	Not applicable
Authorised cargo	Crude oil	Prawns

VOYAGE PARTICULARS

Port of departure	Escravos, Nigeria	Troon, Scotland
Port of arrival	Finnart, Scotland (intended)	Troon, Scotland (intended)
Type of voyage	International	Coastal
Cargo information	129,000t of Nigerian light crude oil	Not applicable
Manning	26	3

MARINE CASUALTY INFORMATION

Date and time	25 April 2024 at about 1503	
Type of marine casualty or incident	Very Serious Marine Casualty	
Location of incident	Firth of Clyde	
Place on board	Not applicable	Not applicable
Injuries/fatalities	None	None
Damage/environmental impact	Minor damage, no pollution	Loss of vessel, minor pollution
Ship operation	On passage	On passage
Voyage segment	Transit	Fishing
External & internal environment	Light airs; smooth sea; air temperature 15°C; sea temperature 9.6°C; good visibility	
Persons on board	26	3