

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As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and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, 2025

See <http://www.nationalarchives.gov.uk/doc/open-government-licence> 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 double man overboard from the fishing vessel *Weston Bay* (GY123), resulting in one fatality, approximately 12 nautical miles south-east of Spurn Head, England, on 22 May 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

On the morning of 22 May 2024, the UK registered potting vessel *Weston Bay* was fishing for crab approximately 12 nautical miles east of Spurn Head, England, with a crew of five on board.

At about 0820, two of the deckhands were knocked overboard after being struck by the running set while shooting pots; both deckhands were wearing a personal flotation device (PFD). The remaining crew promptly recovered one of the deckhands unharmed but were unsuccessful in their efforts to recover the second, whose PFD had slipped off. A local pilot vessel arrived and recovered the deckhand about 40 minutes later; he was not breathing and could not be resuscitated.

INVESTIGATION

The MAIB's investigation has considered all aspects of the accident to determine its causes and circumstances, including assessment of the hazards and risks associated with the fishing operations; the man overboard recovery system; and the crew's training.

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.



Weston Bay alongside harbour wall, Grimsby

VESSEL PARTICULARS

Vessel's name	Weston Bay
Flag	UK
Classification society	Not applicable
IMO number/fishing numbers	GY123
Type	Potting fishing vessel
Registered owner	Fastline Shellfish Limited
Manager(s)	Fastline Shellfish Limited
Construction	Glass reinforced plastic
Year of build	1985
Length overall	11.98m
Registered length	11.16m
Gross tonnage	24
Minimum safe manning	Not applicable
Authorised cargo	Shellfish

VOYAGE PARTICULARS

Port of departure	Grimsby, England
Port of arrival	Grimsby, England
Type of voyage	Fishing
Cargo information	Shellfish
Manning	5

MARINE CASUALTY INFORMATION

Date and time	22 May 2024 at about 0820
Type of marine casualty or incident	Very Serious Marine Casualty
Location of incident	Approximately 12nm south-east of Spurn Head, England
Place on board	Aft main deck
Injuries/fatalities	1 fatality
Damage/environmental impact	None
Vessel operation	Shooting pots
Voyage segment	Mid-water
External & internal environment	1m wave height; air temperature 18°C; wind northerly force 5; sea temperature approximately 10°C
Persons on board	5