



# Bundesstelle für Seeunfalluntersuchung

## Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of  
Transport and Digital Infrastructure

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### Press Release 2/17

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the Investigation Report 46/16 was published on 2 February 2017. The report deals with the fatal accident onboard the fishing vessel PERSORSA DOS in the North Atlantic Ocean west of Ireland on 6 February 2016. The report is available on [www.bsu-bund.de](http://www.bsu-bund.de).

Short version:

Fatal accident on board the FV PESORSA DOS on 8 February 2016 in the North Atlantic west of Ireland

At about 1640 on 8 February 2016 the fishing vessel PERSORSA DOS was struck by a large wave during a fishing voyage in the North Atlantic Ocean. Two of the 17-man crew were washed overboard. In the course of the rescue measures initiated immediately, one fisherman was able to get back on board, the

other drowned within sight distance.

In all likelihood, the drowning of the fisherman could have been prevented, if he had worn a life jacket and were secured by a safety belt and safety line.

The safety and recovery measures taken after the accident are not objectionable.

The accident did occur without third-party-responsibility.

Publication of safety recommendations is dispensed with given the regulations already in place.

The BSU published the investigation report on 2 February 2017. The report is available on [www.bsu-bund.de](http://www.bsu-bund.de).

Fatal accident on board the FV PESORSA DOS on 8 February 2016 in the North Atlantic west of Ireland

On 8 February 2016, fishing did not take place on the VIIc2 fishing area due to poor weather and storms. The sea and gale force wind approached from astern on the port side. During the watch below in the afternoon, five seamen were occupied with re-lashing non-fastened equipment that was making a noise on deck. Two people were situated astern, two amidships on the starboard side, and one person was on the foredeck.

At about 1640, an unexpected wave broke over the PESORSA DOS and she heeled violently to starboard, causing the bulwark and deck to be submerged. At the same time, the two seamen situated amidships in the area of the bridge door were washed overboard.

Action was taken to rescue the two seamen overboard immediately.

The 24-year-old seaman overboard swam back to the ship. He was at the side of the ship within six to seven minutes and able to climb back on deck unassisted.

The second seaman, who was 46 years old, was about 50 metres away from the ship and suddenly stopped calling. Shortly after, those on deck saw him floating motionless in the water with his mouth pointing downwards and then disappear from the surface of the water.

Immediately after the accident, the master initiated search and rescue measures. The communication with MRCC Valentia was carried out via cut-off wave. MRCC Valentia advised the master of the fact that due to the distance to the shore no helicopter could be deployed. A rescue plane, Cessna C252, was ordered to fly to the scene of the accident. This plane located the position of the EPIRB buoy washed over board and gave the instruction to salvage the buoy. The search for the drowned seaman was suspended at about 2215.

Due to the poor visibility, electrical problems caused by the flooding of the bridge and despite several manoeuvres, it was not possible to recover the buoy. Therefore the salvage attempts were suspended with.

The accident analysis of the BSU revealed that the fatal accident is due to an unforeseeable wave which pushed the vessel on the side. The wave washed both crewmembers overboard.

In all likelihood, the drowning of the seaman could have been prevented, if he had worn a life jacket (safety vest) and if he had worn a life jacket and were secured by a safety belt and safety line.

The safety and recovery measures taken after the accident are not objectionable. Publication of safety recommendations is dispensed with given the regulations already in place.

The BSU published the investigation report on 2 February 2017. The report is available on [www.bsu-bund.de](http://www.bsu-bund.de).

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