



**Bundesstelle für Seeunfalluntersuchung**  
**Federal Bureau of Maritime Casualty Investigation**  
Federal Higher Authority subordinated to the Ministry of Transport  
and Digital Infrastructure

## **Interim Investigation Report**

pertaining to Investigation Report 168/16

### **Very Serious Marine Casualty**

**Fatal person overboard accident involving a  
crew member of the fishing vessel  
PESORSA CUATRO  
on 17 May 2016  
200 nm west of Ireland**

11 May 2017

Pursuant to the second sentence of Article 28(1) of the Law to improve safety of shipping by investigating marine casualties and other incidents (Maritime Safety Investigation Law – SUG) in conjunction with Article 14(2) of Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector, the Federal Bureau of Maritime Casualty Investigation publishes an interim report within a period of 12 months of a very serious or serious marine casualty if it is not possible to complete the corresponding investigation report within that period.

Issued by:  
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## 1 FACTUAL INFORMATION

### 1.1 Photo of the PESORSA CUATRO



Figure 1: Photo of the PESORSA CUATRO

### 1.2 Ship particulars: PESORSA CUATRO

Name of ship:	PESORSA CUATRO
Type of ship:	Fishing vessel
Nationality/Flag:	Germany
Port of registry:	Bremerhaven
IMO number:	5364932
Call sign:	DEOJ
Owner and operator:	Seamar GmbH
Year built:	1962
Shipyard/Number:	VEB Enst-Thälmann-Werft Brandenburg/131-12
Classification society:	DNV GL
Length overall:	30.87 m
Breadth overall:	6.68 m
Gross tonnage:	199
Displacement:	276 t
Deadweight:	52 t
Draught (max.):	3.3 m
Engine rating:	441 kW
Main engine:	Nydqvist & Holm AB, one SF16RS-B
(Service) speed (max.):	12 kts
Hull material:	Steel
Manning:	5

### 1.3 Voyage particulars

Port of departure:	Killybegs, Ireland
Port of call:	A Coruña, Spain
Type of voyage:	Merchant shipping, international
Cargo information:	Crab
Draught at time of accident:	2.5 m
Manning:	17
Pilot on board:	No
Number of passengers:	None

### 1.4 Marine casualty information

Type of accident:	Very serious marine casualty; fatal person overboard accident involving a crew member
Date, time:	17 May 2016, 1930 <sup>1</sup>
Location:	Atlantic Ocean, 200 nm west of Ireland
Latitude/Longitude:	$\phi$ 52° 32.7'N $\lambda$ 014° 34.5'W
Ship operation and voyage segment:	Fishing for marine species
Consequences:	Death of a crew member

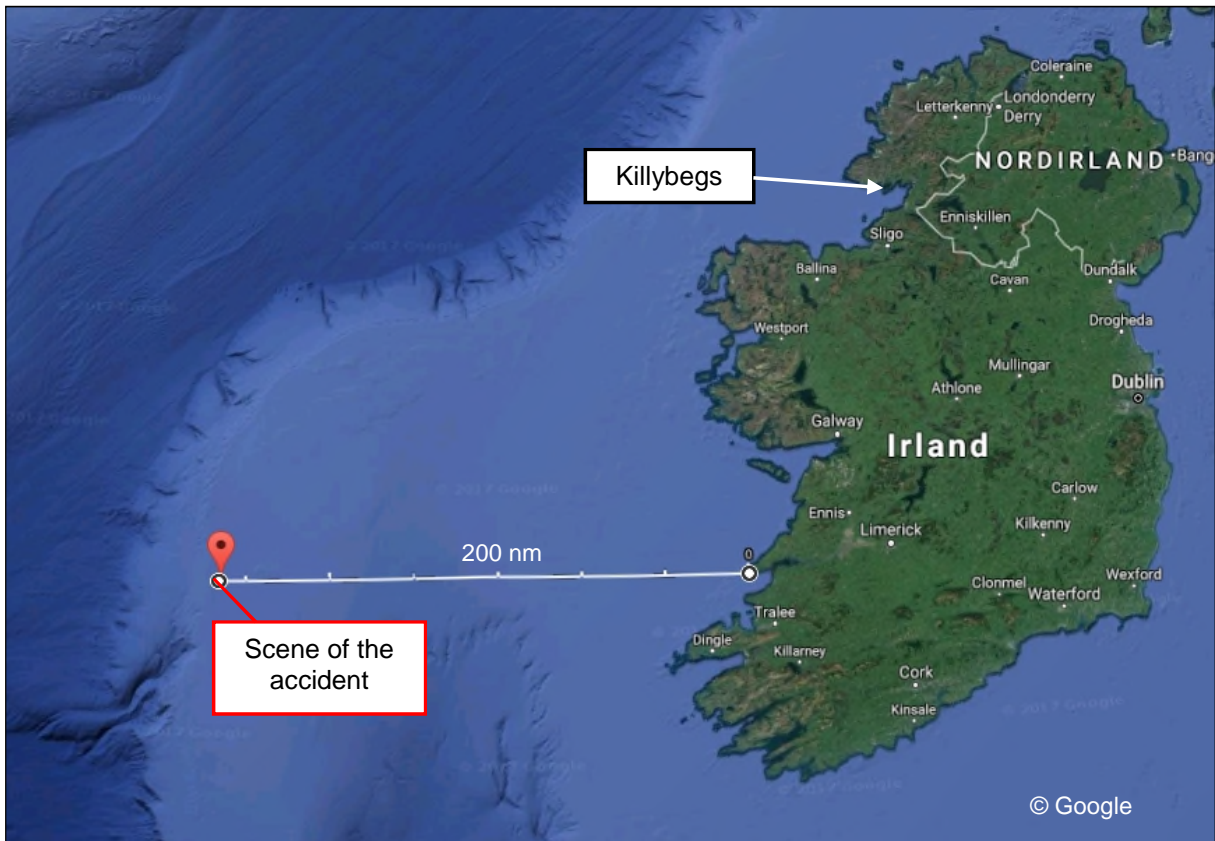


Figure 2: Scene of the accident

<sup>1</sup> All times shown in this report are UTC.

## 1.5 Shore authority involvement and emergency response

Agencies involved:	In Spain: Dirección General de la Guardia Civil, Policía Judicial; Instituto Nacional de Toxicología y Ciencias Forenses
Actions taken:	Emergency response only by the ship's crew: Return manoeuvre by ship; casualty taken on board; attempts at resuscitation; ship returns to A Coruña after termination of resuscitation attempts
Results achieved:	It was not possible to resuscitate the crew member

## 2 Summary

The German-flagged fishing vessel PESORSA CUATRO left A Coruña on 21 March 2016. She called at the port of Killybegs (which she sailed out of on 9 May 2016) only once up until the day of the accident. As before, the crew was fishing for crab on 17 May 2016, the day of the accident.

Baskets on several lines (each measuring 3.5 nm in length) laid out in a row on the sea floor were used to fish for crab. The end of each line was marked by a buoy. The lines were laid out in a north-south direction.

A force 4-5 westerly wind prevailed at the time of the accident. The height of the swell was about four metres. According to the skipper, visibility was about 4,000 metres. There was light rain.

The first row had been collected by the crew before the accident. The vessel then approached the second row on a course of 210°. The ship was rolling more heavily due to the beam sea.

A group of seven crew members was sent to the vessel's observation deck to locate the northern buoy. It seems that the casualty fell overboard on the starboard side immediately after he reached the observation deck. The fall itself was not observed. The casualty was not seen until he was in the water. He was not wearing a lifejacket or flotation waistcoat at this point.

After the skipper was made aware of the accident, he turned the ship around in a starboard direction. Following the turn, the casualty was about 300 m away from the ship. A lifebuoy was thrown to the casualty as they were approaching him. He did not respond. Rather, he was seen lying on his torso. The casualty was then drawn toward the ship using a kedge anchor. After the casualty had been taken back on board, the crew attempted to resuscitate him but was unsuccessful. Following that, the ship terminated the fishing voyage and returned to A Coruña.



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The casualty had been employed on board for eight years. He had worked on other vessels previously and from the beginning of his working life.

The BSU surveyed the PESORSA CUATRO on 20 May 2016, the day she sailed into A Coruña. It was found in the process that due to its design, the guard rail on the observation deck was not completely closed in the vicinity of the liferaft stored there. This may have been the root cause for the crew member falling overboard. The owner made appropriate modifications immediately.



Figure 3: Missing guard rail on the observation deck



Figure 4: View of the guard rail after the modification

The BSU has now completed its investigation into the course of the accident and is currently in the process of preparing the investigation report. Since it has not been possible to adhere to the time limit of one year for publishing an investigation report set by the European Union and transposed into national law by the Federal Republic of Germany, the public is informed on the progress of the investigation by way of the publication of this interim investigation report.