

Class B Accident Report

# Melilla 201

# Man Overboard

96 Nautical Miles south of Stewart  
Island on 19 November 2004

KEEPING YOUR SEA SAFE FOR LIFE



**Maritime Safety**

MARITIME SAFETY AUTHORITY OF NEW ZEALAND  
*Kia Maanu Kia Ora*



## **REPORT NO: 04 3607**

### ***MELILLA 201 – MAN OVERBOARD FATALITY***

At 0545 hours New Zealand Standard Time (NZST), on 19 November 2004, the deep sea factory trawler *Melilla 201* ceased fishing due to poor weather conditions and hove to. At about 0700 hours, the Bosun and 10 deckhands went on deck to undertake some repairs to the trawl net.

They spread out over the net in various positions on the main trawl deck. At 0810 hours, Deckhands 1 and 2 were working on the net, positioned near the main winches, on the forward starboard side of the deck. While they worked, a large wave entered the deck area and washed both men diagonally across the deck. Deckhand 2 struck the port engine room casing and Deckhand 1 was swept over the port side of the vessel and into the water. The Chief Officer witnessed the event from the wheelhouse and immediately threw two trawl floats over the side to mark the approximate position. He then notified the Skipper, who in turn made an announcement on the vessel public address system, alerting all crew.

The vessel was turned onto a reciprocal course and a search was commenced using all available crew as lookouts. The vessel liaised with the agents in New Zealand and the Rescue Coordination Centre (RCCNZ). Deckhand 1 was not sighted after he was swept overboard. At 0950 hours, a fixed wing aircraft the search area. At 1145 hours a helicopter and two other fishing vessels joined the search.

The search was suspended at 2200 hours.



*MELILLA 201*

## **Details of Vessel, Owner & Management, Classification, Navigational Equipment, Manning & Crew:**

<b>Name of Vessel:</b>	<i>Melilla 201</i>
<b>Vessel Type:</b>	Deep-Sea Trawler
<b>Port of Registry:</b>	Jung-Gu, Busan, Korea
<b>Flag:</b>	Republic of Korea
<b>MSA No.:</b>	101851
<b>Built:</b>	1966
<b>Construction Material:</b>	Steel
<b>Length Overall (m):</b>	77.0
<b>Maximum Breadth (m):</b>	6.05
<b>Gross Tonnage:</b>	1599
<b>Propulsion:</b>	Han-Shin Diesel @ 2834 kW
<b>Safe Ship Management (SSM) Company:</b>	SGS-M&I, Korean Register of Shipping
<b>Accident Investigator:</b>	Domonic Venz

- **Owner Details**  
Dae Hyun Agricultures and Fisheries Company Limited, Republic of Korea.  
Chartered by Trans Pacific Fishing Limited, Christchurch.
- **SSM Certificate**  
Valid certificate with SGS-M&I fit to ply as fishing vessel unlimited.  
Valid Certificate of Classification with the Korean Register of Shipping.
- **Deckhand 1 Details.**  
He was an Indonesian national aged 24 years. He held no formal maritime qualifications. He had been at sea on various deep sea fishing vessels for 2 years and had been employed as a 'sailor' on *Melilla 201* for 9 months.

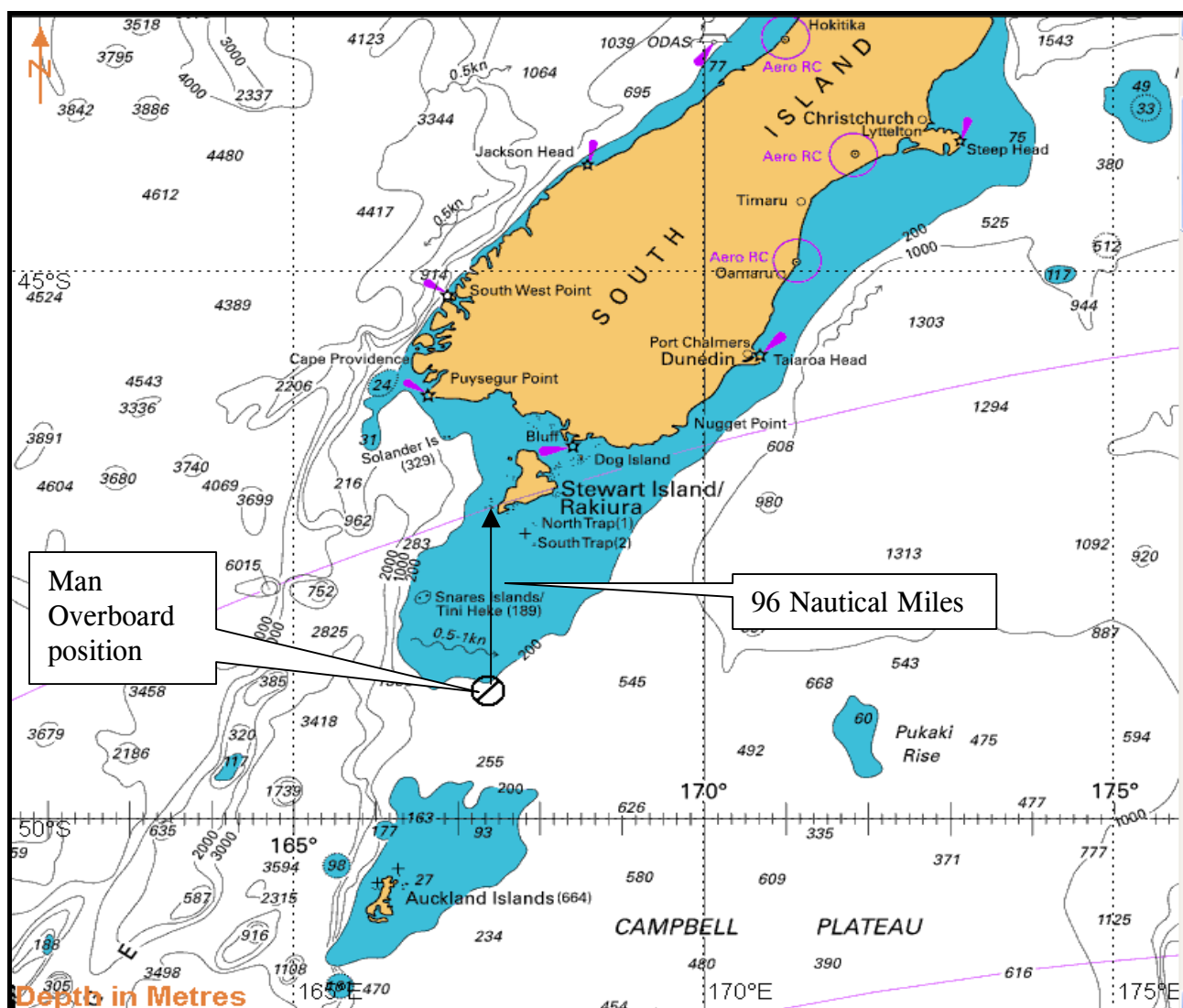
- **Manning Details**

The vessel was manned appropriately.

- **Weather Details**

The conditions at the time were west north west 33 knots and 5 to 6 metre breaking seas. Visibility was described as poor in rain.

## NARRATIVE



At 0515 hours New Zealand Standard Time, on 19 November 2004, *Melilla 201* started hauling her net due to deteriorating weather conditions. By 0545 hours, the trawl net was onboard and the Skipper ceased fishing due to poor weather conditions and hove to. The vessel was travelling at about 3 knots towards a new fishing area on a course of 240°(T). This course put the weather on the starboard shoulder of the vessel.

At about 0700 hours, the Korean Bosun and 10 Indonesian Deckhands went on deck to undertake some repairs to the trawl net.

They spread out over the net in various positions on the main trawl deck. They were all wearing wet weather leggings, jacket, safety boots, helmet, life vest and gloves.



**DECK GEAR AS WORN BY DECKHAND 1.**

At 0810 hours, Deckhand 1 and 2 were working on the net positioned near the main winches, situated forward and on the starboard side of the deck. As they worked, a large wave washed over the starboard side onto the deck area and swept both men diagonally across the deck. Deckhand 2 struck the port side engine room casing. Deckhand 1 was swept over the port side of the vessel and into the water.

The Chief Officer who was in the wheelhouse witnessed the event and immediately threw two buoys over the side to mark the approximate position. He then notified the Skipper, who came to the wheelhouse and made an announcement on the vessel public address system, alerting all crew. The vessel was turned onto a reciprocal course and a search was commenced using all available crew as lookouts.

The vessel liaised with its company agents in New Zealand and the Rescue Coordination Centre (RCCNZ).

The Skipper started a zigzag search pattern along the reciprocal course and likely drift zone. At 0950 hours, a fixed wing aircraft the search area. At 1145 hours a helicopter arrived on scene and commenced searching.

At approximately 1330 hours two other trawlers arrived in the area and commenced searching. Deckhand 1 was not sighted after he was swept overboard.

At 1900 hours, the fixed wing and helicopter returned to New Zealand. The three vessels continued searching until the search was called off at 2200 hours.

## **FINDINGS**

Deckhand 1 was swept overboard when a large wave entered the deck area from the starboard side.

The Skipper and Chief Officer deemed the conditions as to be too rough to launch the rescue boat.

The rescue boat had to be launched using the ships derricks; these are cumbersome to set up at best and almost impossible when in poor weather and high sea.

No one on board *Melilla 201* saw Deckhand 1 after he was swept overboard.

When comparable New Zealand deep-sea fishing vessels operate in a similar area, the deck crew wear a lifejacket with a head support and a salt water activated lifejacket light. When on deck in very poor weather deck crew also are attached to a retractable safety line.

The water temperature at the time was between 8.6° and 9°C. Survival times at this temperature were between 1½ and 4½ hours.

## **SAFETY RECOMMENDATIONS**

That the Skipper and Chief Officer always be aware and extra vigilant when hove to and crew are working on deck in extreme weather conditions.

The Owners provide retractable safety lines for all deck crew when working on deck in rough weather.

The Owners provide salt water activating lifejacket lights for all deck crew lifejackets.

The Owners install a dedicated hydraulic rescue boat crane.