

SAFETY FLYER TO THE FISHING INDUSTRY

Capsize and foundering of the trawler *Nancy Glen* (TT100) with the loss of two lives on 18 January 2018



Narrative

At about 1750 on 18 January 2018, the trawler *Nancy Glen* capsized and later foundered in Lower Loch Fyne, Scotland. *Nancy Glen* had been trawling for prawns; it was dark and sea conditions were calm with good visibility. Part way through the last tow of the day, the skipper started a turn to starboard. During the turn, the vessel heeled excessively then rapidly capsized to starboard; only one of the three crew managed to escape.

A wreck survey showed that *Nancy Glen's* starboard net had filled with mud and this was the most likely cause of the initial heel that then led to the rapid capsizing.

Post-accident analysis established that through life modifications to *Nancy Glen*, culminating in the replacement of the crane with a heavier model, had significantly reduced *Nancy Glen's* stability, increasing its vulnerability to capsizing. This resulted in *Nancy Glen* having insufficient stability to overcome the combined effect of the extra loading on the starboard net and the simultaneous turn to starboard.

The safety lessons

1. It is critical that fishing vessels, whatever their size, have sufficient stability to work safely under all their operating conditions. *Nancy Glen*'s stability was insufficient to overcome the predictable circumstances of a net filling with mud at the same time as the vessel was turning.
2. *Nancy Glen* was built in 1991 and was under 12m registered length. As a result, there was no mandatory requirement to conduct stability assessments at any point in the vessel's life. Nevertheless, the potential for any modifications to a fishing vessel to affect its stability must be considered. Fishing vessel owners should contact the MCA when considering any modification to a fishing vessel so that the proposed changes can be properly assessed.

This safety flyer and the MAIB's investigation report are on our website: www.gov.uk/maib

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