



Accident Report

Tasnui

Person Overboard, 70 kilometres
South of Stewart Island on
24 January 2004



REPORT NO.: 04 3365

VESSEL NAME: *TASNUI*

Casualty Details:

Date of Casualty: 24 January 2004

Time of Casualty: 1700 hours New Zealand Daylight Time (NZDT)

Casualty Type: Person Overboard

Casualty Location: 70 kilometres south of Stewart Island, New Zealand

Weather Forecast Area: At Sea

Investigator: Chris Grayson, MSI, Bluff



REPORT NO.: 04 3365

VESSEL NAME: *TASNUI*

Vessel Details:

Ship Name:	<i>Tasnui</i>
Ship Category:	Fishing
Registered Length (m):	50.15
Gross Tonnage:	236
Official No.:	109687
Port of Registry:	Pusan
Flag:	Korea
Ship Manager:	Sea Jho Co. Ltd



SUMMARY

At approximately 1745 hours NZDT on 24 January 2004, the Korean fishing vessel *Tasnui* was trawling to the south of Stewart Island, New Zealand. At this time, a wire stopper that was holding the port trawl door, suddenly gave way with the result that the weight came back on the trawl wire. The crew member, who was stepping over the trawl wire at the time, was flung over the side of the vessel. Subsequent attempts to retrieve him proved to be unsuccessful and he was reported as missing, presumed drowned.



1. Key Events

- 1.1 At 1745 hours, New Zealand Daylight Time (NZDT) on 24 January 2004, the deep sea stern trawler, *Tasnui*, was fishing in position 48° 14.5' S, 168° 18.76' E, approximately 55 miles south of Stewart Island.
- 1.2 The Master was on the bridge in command of the trawler.
- 1.3 The deceased was working in the midship area of the trawler. He was making his way over to the port side to commence operating the winch controls (See Appendix I).
- 1.4 The crew on deck were hauling nets. The port trawl door was against the stern of the trawler and one wire stopper had been placed in position. The trawl wire, between the winch and the trawl door, was slack on the deck (the winch being at the forward end of the working deck).
- 1.5 At approximately 1745 hours, as the deceased stepped over the trawl wire, the stopper holding the trawl door gave way and the door fell back into the sea. This resulted in the weight coming back onto the trawl wire quickly (See Appendix 2 – Broken wire). The wire tightened and returned to its normal working height above the deck. This sudden change in the wire's position, resulted in flipping the deceased over the side of the trawler.
- 1.6 The Bosun and a seaman threw lifebuoys over the side. They could see the deceased, but he was unable to reach the lifebuoys. At about the same time the Master stopped the engines, and broadcast an "all ships" message. He tried unsuccessfully to contact the Ministry of Fisheries (MAF) communication centre on VHF channel 16. The nearest ship was about 70 miles away. He did not use his INMARSAT as it had a fault and he did not use MF radio to call for assistance.
- 1.7 The deceased remained visible for between 1 to 1½ hours. During this time the crew threw him three lifebuoys, ten lifejackets and several fishing floats. They also inflated a liferaft and tried to use that to rescue him.
- 1.8 The Master stated that he could only manoeuvre the trawler with difficulty as she still had nets out. He was able to turn twice to approach the man, managing to get within a distance of five and eight metres, but still being unable to effect rescue. The net contained about three tonnes of fish and it would have taken about 20 minutes to get this inboard.
- 1.9 At some stage during the evening, the exact time is unknown, *Tasnui* managed to contact the Korean vessel *Melilla 201*. This fishing vessel came to assist in the search. Her INMARSAT was operational and she contacted the base Vessel Manager, Sea Jho Co.Ltd in Christchurch.
- 1.10 At 2140 hours, the Vessel Manager contacted the Christchurch Police. The Christchurch Police then contacted the National Rescue Co-ordination Centre (NRCC).
- 1.11 At about 2000 hours, when the deceased was no longer visible, the crew heaved in the nets and informed the shore authorities.
- 1.12 At 0100 hours, on 25 January, *San Venture* arrived on the scene to assist in the search followed by: *Don Won 701*, *Melilla 201*, *Suveste 9*, *Oyang 77*, *Pacinui*, and *Don Won 519*. These vessels conducted a trawl search by night and a visual search by day.
- 1.13 At 1600 hours, on 25 January, the NRCC sent a telex to all vessels advising them to stop searching.
- 1.14 At 1730 hours, *Tasnui* informed NRCC that she had stopped searching and was heading for Bluff.



2. Key Conditions

2.1 Vessel Details

- 2.1.1 *Tasnui* is a deep-sea stern trawler of steel construction, built in 1978. She has an overall length of 56 metres, a breadth of 9.30 metres and a gross tonnage of 236.
- 2.1.2 *Tasnui* is registered in Youngdo-Gu, Busan, Korea. Juahm Industries Ltd in Korea owns the ship. She is managed by Sea Jho Co. Ltd of Christchurch and chartered by Northland Deepwater JV Ltd. of Auckland. *Tasnui* is in Safe Ship Management (SSM) with Lloyds. She has a SSM Certificate, issued on 7 February 2003, which is valid until 3 June 2007.
- 2.1.3 The ship has been operating in New Zealand waters for seven years and has been in survey under SSM, since June 2001.
- 2.1.4 A Maritime Safety Authority Inspector, (MSI), last inspected the vessel on 21 November 2003. The vessel was found to have nine defects, including an inadequate number of lifejackets, no rescue boat and no rocket launcher. Following this accident, the MSI found that these deficiencies had been rectified save for the provision of a rescue boat and a rocket launcher with line throwing apparatus. This latter two deficiencies have been rectified since the accident occurred. There was no requirement under Korean Law for a vessel, the size and type of *Tasnui*, to carry a rescue boat. New Zealand **Maritime Rule Part 40 D – Design, Construction and Equipment – Fishing Ships**, which came into force on 1 February 2000, requires that rescue boats must be provided to fishing vessels of 24 metres or more in length which are classified as unlimited ships. Further, that every fishing vessel of 45 metres or more in length, which does not ply beyond offshore limits (more than 200 miles from the coast of New Zealand), must also be equipped with a rescue boat.



2.2 Deceased Details

- 2.2.1 The deceased was 33 years of age and had 22 months sea time. He was able to swim.
- 2.2.2 At the time of the accident the deceased was not wearing a lifejacket. He was wearing the following: hardhat, safety footwear, waterproof coat and trousers. Under the waterproof outer clothes he was wearing a jacket, trousers and two shirts. Whilst not a legal requirement, a number of New Zealand unlimited and offshore fishing vessels require that crew working on the trawl deck be equipped with exposure suits that have in built flotation chambers so as to support a worker should he fall overboard. Sanfords and Sealords have company requirements that all crew while working on deck must wear a P.F.D. (Personal Flotation Device). Exposure suits with flotation chambers are available but as a rule not worn as they are too cumbersome and too hot to work in. However, when they are working in the Ross Sea, exposure suits are worn.
- 2.2.3 The deceased had worked the following hours that day:
- | | |
|-------------|------------------------------|
| 0500 - 1000 | Rest period |
| 1000 - 1400 | Working on deck |
| 1400 - 1730 | Rest period |
| 1730 | On duty on deck to haul nets |
| 1745 | The accident occurred |

2.3 Weather and Sea Conditions

2.3.1 At the time of the accident there was a four metre swell and the ship was pitching. They were taking some water over the stern of the ship but not in the area where Mr Vo Minh Que was working.

2.3.2 The other weather conditions at the time were:

- Current 1 knot
- Wind 310°(T) at 20-25 knots
- Swell 4 metres
- Visibility 1 mile
- Cloudy
- Sea Temp. 12°C

2.4 Other Details

2.4.1 The normal procedure for hauling the trawl net on board is as follows:

- Haul net in until the trawl door is against the stern
- Place one stopper in position
- Unshackle the trawl wire
- Put the second stopper in position
- Attach trawl wire to the net
- Haul net up the stern ramp

2.4.2 It was the opinion of the Master that because of the pitching of the vessel, extra weight was put on the stopper wire with the result that it broke.

2.4.3 The present crew had been onboard for two months. According to the Bosun, the previous crew had informed him that the wire had been in use for three months. The MSA Investigator ascertained the following:

- No records were maintained about the dates of changing wires.
- There were no company or shipboard procedures when stopper wires should be changed.
- Under Korean Regulations, no records are required to be kept nor are the wires required to have test Certificates.
- The crew would only change stopper wires when they considered they needed changing.
- The stoppers in use had no thimbles in place, thus resulting in extra wear on the eye of the wire.
- On inspection, the stopper wire that parted was found to be very dry and had apparently not been greased for some time.
- There was no evidence to indicate that any other wire on board had been greased recently.
- At their location, at after end of the vessel, the stopper wires are frequently in contact with seawater and hence need regular and proper greasing to maintain their overall condition.

2.4.4 The Captain stated he did not use his MF Radio to summon assistance because it was thought they could rescue the deceased without the need for outside help.



3. Contributing Factors

N.B. These are not listed in order of importance.

- 3.1 The vessel did not have a rocket line thrower onboard. One had been ordered as a result of a Port State Control inspection last year. The line thrower had arrived in New Zealand but was still awaiting customs clearance at the time the accident occurred.
- 3.2 The lack of a rescue boat. A rescue boat was delivered to **Tasnui** and **Pasinui**, another fishing vessel operated by the same company, following this accident.
- 3.3 The SSM Manual is in English and although the Captain had a reasonable command of English it is not known if he could read English well enough to translate the manual into the Korean language. There was no copy in the Korean language for the crew to read.
- 3.4 There were no safe working procedures in place for the vessel when engaged in fishing operations. A "Person Overboard" flow chart was included in the Safe Ship Management Manual. However, this was a generic flow chart as it referred to the deployment of a rescue craft, which **Tasnui** did not carry.
- 3.5 There was no requirement for crew to wear life jackets while working on deck. While each person responds differently to the loss of core body temperature whilst immersed; at a sea temperature of 12°C a person in the water can become unconscious within about 40 minutes. Death can occur within about an hour. The wearing a lifejacket can not only assist the wearer by providing buoyancy and thermal protection, it also allows the person to avoid moving arms and legs to stay afloat. Reducing body movement, especially movement of limbs, considerably extends the time before hypothermia starts to take effect.
- 3.6 The poor condition of the stopper wire that parted.
- 3.7 The failure to establish and implement procedures to ensure that all wires on the vessel were inspected regularly; were maintained properly and changed at appropriate intervals as soon as any sign of wear and/or tear became evident.
- 3.8 The decision not to haul in the net immediately so as to give the vessel more manoeuvrability and to be able to close more easily with the man overboard.



4. Cause

Human Factor

<input type="checkbox"/> Failure to comply with regulations	<input type="checkbox"/> Drugs & Alcohol	<input type="checkbox"/> Overloading
<input type="checkbox"/> Failure to obtain ships position or course	<input type="checkbox"/> Fatigue	<input type="checkbox"/> Physiological
<input type="checkbox"/> Improper watchkeeping or lookout	<input type="checkbox"/> Lack of knowledge	<input type="checkbox"/> Ship Handling
<input type="checkbox"/> Misconduct/Negligence	<input type="checkbox"/> Error of judgement	<input type="checkbox"/> Other . . .

Environmental Factor

<input checked="" type="checkbox"/> Adverse weather	<input type="checkbox"/> Debris	<input type="checkbox"/> Ice	<input type="checkbox"/> Navigation hazard
<input type="checkbox"/> Adverse current	<input type="checkbox"/> Submerged object	<input type="checkbox"/> Lightning	<input type="checkbox"/> Other . . .

Technical Factor

<input type="checkbox"/> Structural failure	<input type="checkbox"/> Wear & tear	<input type="checkbox"/> Steering failure
<input checked="" type="checkbox"/> Mechanical failure	<input type="checkbox"/> Improper welding	<input checked="" type="checkbox"/> Inadequate firefighting/lifesaving
<input type="checkbox"/> Electrical failure	<input checked="" type="checkbox"/> Inadequate maintenance	<input type="checkbox"/> Insufficient fuel
<input type="checkbox"/> Corrosion	<input type="checkbox"/> Inadequate stability	<input type="checkbox"/> Other . . .

- 4.1 The accident was caused by the poor condition of the stopper wire and the lack of a rescue boat.



5. Opinions & Recommendations

5.1 It is recommended that this report be forwarded to the managers of the vessel, Sea Jho Co Ltd; the owners Juohm Industries Ltd in Korea and to the Charterers Northland Deepwater DV Ltd of Auckland, together with an accompanying letter from the Maritime Safety Authority recommending the following:

- a) *Tasnui* and other vessels operated by Sea Jho Cho Ltd, be equipped with a suitable rescue boat with appropriate equipment to include survival suits and lifejackets.
- b) The crew wear suitable P.F.D's when working on deck.
- c) The vessels SSM Manual to be translated into Korean.
- d) That the wires used for stoppers are suitable for the job, have appropriate certificates and that thimbles are used in the eye.
- e) Procedures are to be put in place for regular changing of the wire stoppers and structured maintenance programs are drawn up for this.
- f) Safe working procedures are put in place for fishing operations.
- g) Man over board and search and rescue drills are implemented and documented.

5.2 That a copy of this report be forwarded to the Korean Maritime Safety Agency with a recommendation that they give active consideration to promulgating rules/regulations that require the provision of suitably equipped rescue boats for Korean trawlers that are classified as offshore or unlimited vessels; the wearing of suitable P.F.Ds when crew are working on deck and the provision of appropriate test certificates for all fishing equipment.



Appendix 1

03-FEB-2004 11:06 FROM NRCC WELLINGTON TO 032128578 P.01/01

SAR OCCURRENCE

03-Feb-04

Co-Ordinator: Bracefield **Incident:** Man Overboard
Notified: 24/01/2004 09:02 **Started:** 24/01/2004 09:03 **Finished:** 26/01/2004 22:14
Located: **On scene:** **Notification by:**
Lut_importance: N **RCC_activated:** N **Incident_type:** MAR **Result:** UNDET
Precis: N **Debrief:** **Report_filing_date:** **Record status:** C

0902 Chch police 'Nicola' advised that they had a call at 2140 local from agent of a deep-sea fishing vessel reporting that he had been rung by the Captain of FV TASNUI saying they had a man-overboard at 1715 NZ local at 48.14.5S 168.18.5E south of Stewart Island. They were searching and called other boats around to assist.

Other details were - Comms with vessel through Agent Sam Park, 6 Peer St, Chch 03343 6588. Boat owner was Peter Dawson 021 996 915 - vessel was chartered. Police had been asked to inform RCC and MSA. The vessel was expected back at Bluff on Monday. Crew were Koreans and Indonesian. Police case No 2210671.

0914 Rang MDO - Eric Good and advised him of details of incident - he to check further and report back.

0935 MDO advised that he had contacted the agent - event was at 1745 local and the bloke had been seen going over the side - he had no life jacket. Position was about 60 SE of Stewart Island (NB. I had also plotted it), conditions were 4m swell, wind NW/20, water 10C. All stations broadcast had been made by MOC. Ship still searching with 2 others joining but about 3 hours away.

We discussed situation. MDO of view that person couldn't survive in conditions, now some 5-6 hours later. Not a situation for helicopter - night, sea conditions, small object - no beacon, distance, - P3 of no benefit for same reasons. Current on-scene search best course with others joining.

MDO to contact Chch Police as he had all info - to call back later if anything came up

0945 Rang RB and advised situation - he agreed with action - cant send a/c - SAR in progress with FVs best course.

2010 MDO rang with update. Now 8 vessels on scene. wx N/20kts, 3+ m swell, 3m vs in rain. Has TASNUI as search coordinator and told to advise when done. T due in Bluff tomorrow and MSA will interview. Police advised and asked them to talk to agent to find out why it took so long to report the manoverboard. MDO said there had been no chance of survival in the conditions. I reminded that not RCC task to search for bodies. MDO to ring if any other developments.

26 Jan 0232 MDO advised that that MSA rep at Bluff found out further info. Crewman stepped over a wire strop which broke and threw him over the side. The crew could see him and threw in flotation equipment. However they were still linked to the net and couldnt get back to the overboard position for 3 hours - nothing found in subsequent searching.

Case closed 2214.

Elt Information

LUT Information

People Information Resource Information

Gen Information

03 212 8578

Number of attached papers:

TOTAL P.01



Chris Grayson

From: Mike Eno
Sent: Tuesday, 27 January 2004 08:48
To: Chris Grayson
Subject: FW: RE: Korean Registered Fishing Vessel TASNUI - Crew Member Missing : P resumed Drowned.

Hi Chris - message from the Koreans which is self explanatory.

Mike Eno
Chief Investigator of Accidents
Accident Investigation Division
Maritime Safety Authority of New Zealand
Telephone: + 64 4 494 1232
Mobile: 021481 267
Facsimile: 04 494 8902
E-mail : mike.eno@msa.govt.nz

-----Original Message-----

From: sammypark@naver.com [SMTP:sammypark@naver.com]
Sent: Monday, 26 January 2004 17:33
To: Mike Eno
Cc: "???", "???", "???"
Subject: RE: RE: Korean Registered Fishing Vessel TASNUI - Crew Member Missing : P resumed Drowned.

Dear Mr. Eno,

Thank you for your prompt reply. As for the load test, I don't believe it necessary. As far as I know, we do not have any certification and testing system for fishing gears. Under current regulations, once they are rusted or worn-out, it is necessary for the master or crew to request their shipowner to supply new ones. However, detailed photos would be very helpful to determine how old they are.

Sammy Park

<-----원본메시지----->

> 보낸사람: Mike Eno <Mike.Eno@msa.govt.nz>
> 받는사람: "sammypark@naver.com" <sammypark@naver.com>
> 참조:
> 날짜: 2004-01-26 12:38



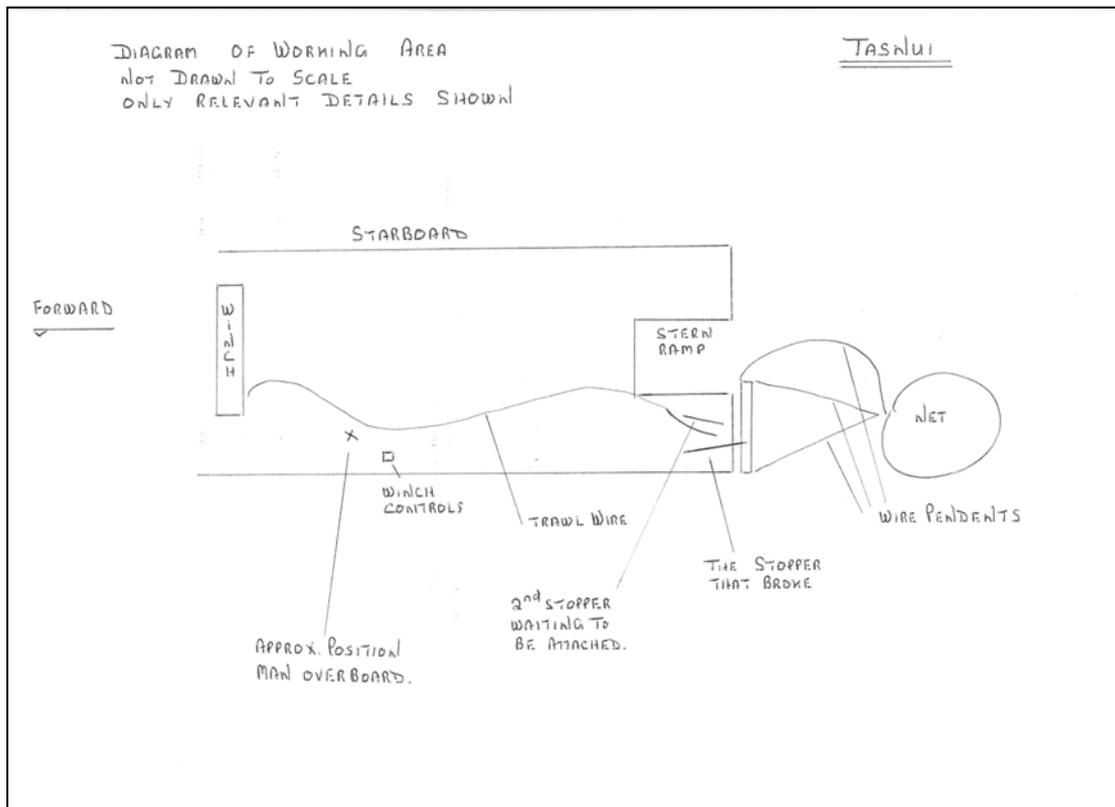
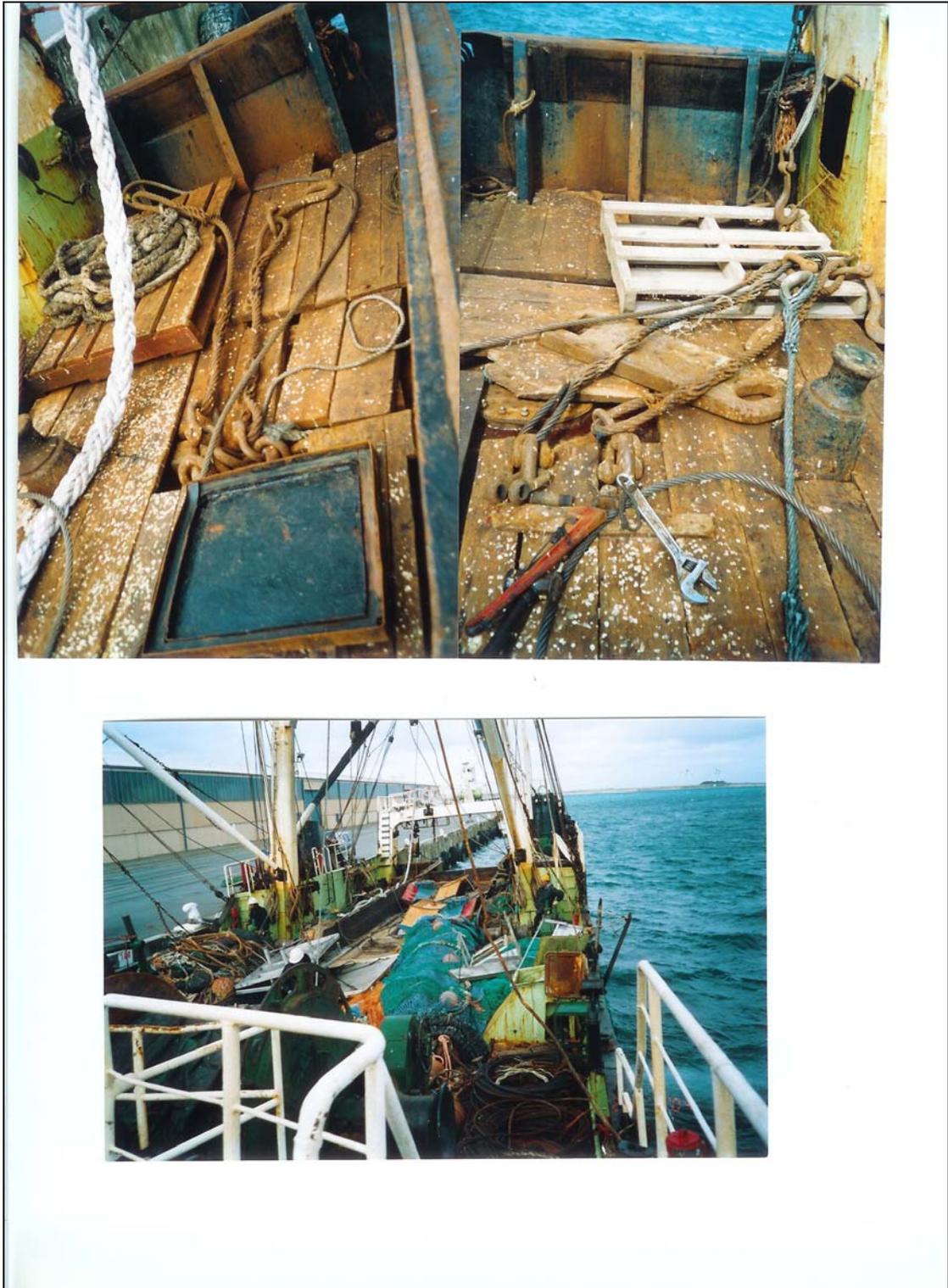


Diagram 1 – Working Area (not to scale)
 See also photograph of the working deck to appreciate how cluttered the working area is



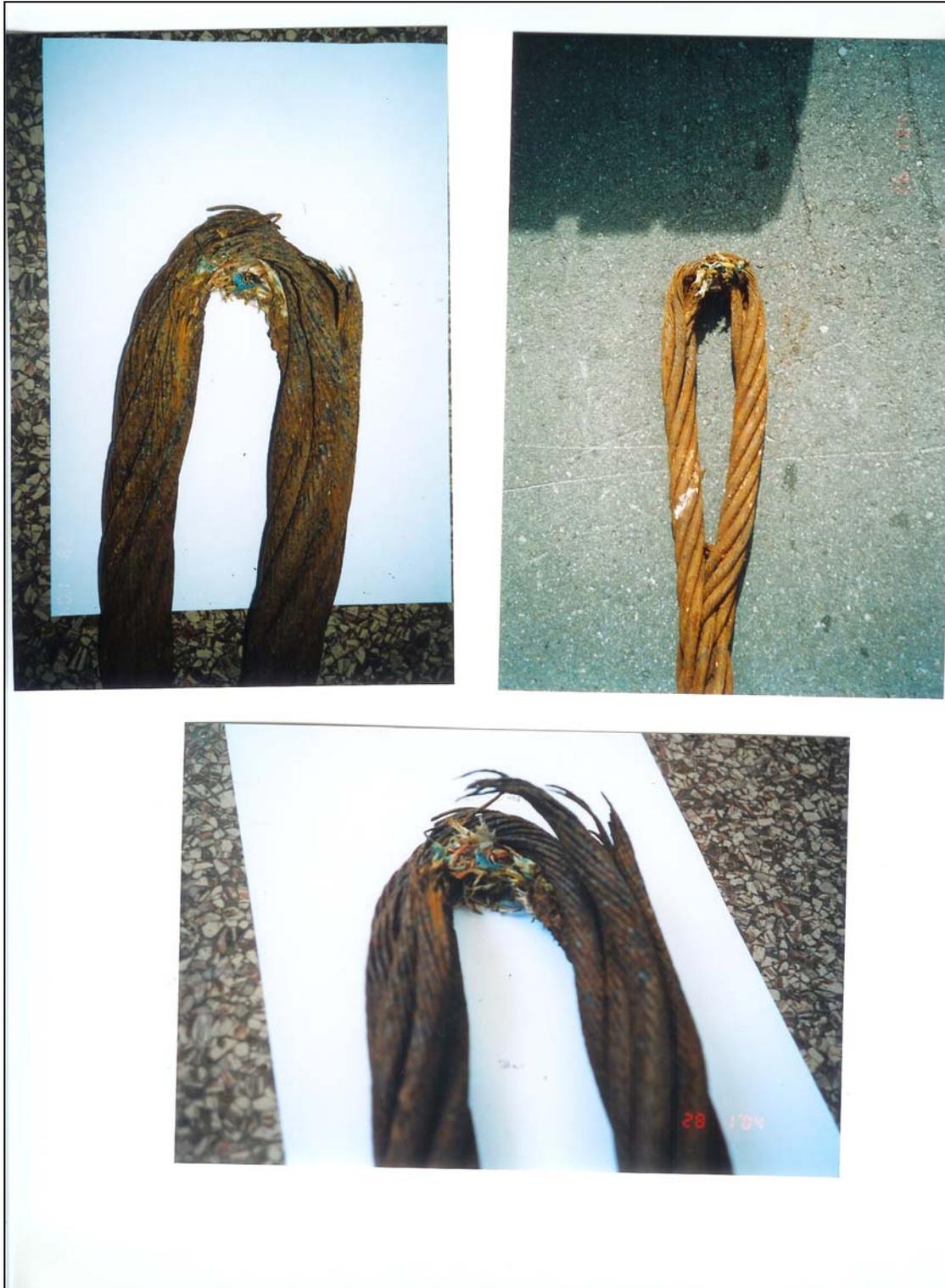


Top Left – After deck starboard quarter, starboard stopper wires lying on deck

Top Right – After deck port quarter new wire on deck with thimble.

Lower Photo – Main working area with various equipment lying everywhere

Appendix 2



Broken Wire