

**Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:**

“The sole objective of a safety investigation into an accident under these Regulations shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of such an investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

**As the full investigation report will not be published within 12 months of the accident date, this interim report is published, pursuant to Regulation 14(2)(b) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.**

**NOTE**

This report is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

© Crown copyright, 2016

See <http://www.nationalarchives.gov.uk/doc/open-government-licence> for details.

All reports can be found on our website: [www.gov.uk/maib](http://www.gov.uk/maib)

For all enquiries:

Email: [maib@dft.gsi.gov.uk](mailto:maib@dft.gsi.gov.uk)  
Tel: 023 8039 5500  
Fax: 023 8023 2459

## **Interim report on the investigation into the collision between the UK registered stern trawler *Karen* and a dived *Royal Navy submarine* in the Irish Sea on 15 April 2015**

*The information contained in this interim report is based on investigations to date. Readers are cautioned that there is the possibility new evidence may become available that might alter the circumstances as depicted in this report.*

*All times in this report are UTC+1*

### **FACTUAL INFORMATION**

At 0430 on 15 April 2015, the UK registered stern trawler *Karen* departed from its home port of Ardglass, Northern Ireland, and about an hour later arrived at its intended fishing grounds in the Irish Sea. The first and second trawls that day were uneventful, and at 1500 the crew shot their nets for a third time. Once the gear was away, the skipper settled the vessel on an autopilot controlled heading of 267° at a speed over the ground of 2.8 knots. The skipper then kept watch in the wheelhouse while the three crewmen processed the previous catch in the vessel's shelter deck. At the same time, a Royal Navy submarine was conducting a dived, southbound passage of the Irish Sea.

At 1605, the submarine snagged *Karen's* fishing gear. *Karen's* crew all heard a loud noise and immediately realised something was wrong when the trawl warps suddenly tightened and the vessel started to be dragged backwards through the water. The skipper immediately disengaged his propeller and instructed the crew to release the winch brakes. Once the brakes were released, the trawl warps began to run out. The starboard trawl warp ran out rapidly, but the port warp became fouled on its drum and caused *Karen* to heel to port and ship water over the stern. About 30 seconds later, the port warp parted and *Karen* was released.

Once freed from the submarine, *Karen's* stern resurfaced and the floodwater on the deck drained away. The skipper regained control of his vessel and headed back to Ardglass for repairs. The submarine continued with its dived passage.

### **INVESTIGATION**

This investigation was delayed because the involvement of a Royal Navy submarine was not confirmed until 7 September 2015. The investigation into the causes and circumstances of the accident is focused on the following areas:

- Why the submarine collided with *Karen's* fishing gear.
- The emergency response and the actions taken following the snagging.
- The actions necessary to prevent recurrence.

A draft report of the MAIB investigation is nearing completion and will be distributed to key stakeholders for a 30-day consultation in due course.

## SHIP PARTICULARS

Vessel's name	<i>Karen</i>	<i>Royal Navy Submarine</i>
Flag	United Kingdom	United Kingdom
IMO / Fishing number	B317	Not declared
Type	Stern trawler	Not declared
Registered owner	T Wills and Son (Northern Ireland) Ltd	UK Ministry of Defence
Construction	Wood	Steel
Year of build	1975	Not declared
Length overall	19.23m	Not declared
Registered Length	17.71m	Not declared
Gross tonnage	50	Not declared
Authorised cargo	Fish	Not declared
Port of departure	Ardglass, Northern Ireland	HM Naval Base, Clyde
Intended port of arrival	Ardglass, Northern Ireland	Not declared
Type of voyage	Commercial	Not declared
Cargo information	Prawns	Not declared
Manning	4	Not declared

## MARINE CASUALTY INFORMATION

Date and time	15 April 2015, 1605 UTC+1	
Type of marine casualty or incident	Less Serious Marine Casualty	
Location of incident	54°03.33'N - 005°20.4'W	
Place on board	Ship	Ship
Injuries/fatalities	None	Not declared
Damage/environmental impact	Net, trawl warps and trawl doors lost. Structural damage to port gallows, deck and winch bedplate crossbeam.	Not declared
Ship operation	Trawling	On passage
Voyage segment	Mid-water	Mid-water
External & internal environment	Wind: westerly, Force 3 Visibility: good Sea State: calm	
Persons on board	4	Not declared