

## **1. SUMMARY**

**This Report is based upon the investigation carried out by the Marine Accident Investigation Branch and also refers in part to the evidence heard at the Coroner's Inquest on those lost, which took place at Brixham on 24 and 25 June 1992.**

**All times in this Report are GMT unless otherwise specified.**

At about 1500 hrs on 10 August 1991, the Brixham registered Motor Fishing Vessel OCEAN HOUND with five people on board, sailed from Zeebrugge, Belgium. OCEAN HOUND had called at Zeebrugge to land the catch from her previous fishing trip and to take on fuel and stores; her intention on sailing is believed to have been to proceed SW through the Dover Strait to the Dungeness area.

Video recordings of Dover Coastguard (CG) radar show that, during the late evening of the 10 August OCEAN HOUND passed through the centre of the Sandettie Bank Traffic Separation Zone, reaching a position 1 mile North of the Sandettie Light Vessel at 2218 hrs. At this time, the Mate of OCEAN HOUND contacted Dover CG on VHF radio, reported the vessel's position, and requested permission to cross the SW bound traffic lane and proceed to Dungeness via the Inshore Zone.

Nothing further was heard from OCEAN HOUND until 0520 hrs on 11 August, when a signal was received from her automatic Emergency Position-Indicating Radio Beacon (EPIRB) giving a position near the Falls Light Vessel, some 11.5 miles to the NE of her last known position as seen by CG radar.

On the CG radar video recording, the radar echo from OCEAN HOUND (identified from the reported position at 2218 hrs) can be seen crossing the traffic lane on a West-North-Westerly course. Just before reaching the North-Western boundary of the lane, OCEAN HOUND appears to change course to a South-Westerly direction. There were several vessels in the vicinity at this time, heading SW down the traffic lane, and at 2337 hrs the echo from one of these vessels can be seen to merge with the smaller echo of OCEAN HOUND. The larger echo continued along the traffic lane without any apparent change of course or speed, but the echo from OCEAN HOUND was not positively re-established.

Investigation has shown that the vessel's bridge and galley clocks had stopped at about 1237 (ship's time), that is 2337 hrs GMT. This fact, coupled with the radar record and other evidence, indicates that at 2337 hrs on 10 August OCEAN HOUND was probably involved in a collision or very close quarter situation with an unidentified vessel, causing her immediate capsizing.

Following receipt of the EPIRB distress message at 0520 hrs on 11 August, Dover CG mounted a full scale Search and Rescue (SAR) operation. The body of one of the crew was recovered from the vicinity of the wreck, which was found in a position about 0.7 miles North of the Falls Light Vessel. No survivors (or any other bodies) were found and the search was called off at 0941 hrs on 12 August. A second body was washed ashore on the Kent coast on 4 September 1991.