



UNITED STATES COAST GUARD

**REPORT OF THE INVESTIGATION
INTO THE
COLLISION BETWEEN THE PROWLER (O.N.
294465) AND THE ATTESSA IV (IMO 9179830)
SOUTH OF THE U.S./MEXICO MARITIME BOUNDARY
LINE
ON OCTOBER 26, 2018**



**MISLE ACTIVITY NUMBER:
6572770**



16732/IIA # 6572770
12 December 2025

COLLISION BETWEEN THE SMALL PASSENGER VESSEL PROWLER (O.N. 294465) AND THE CAYMAN ISLANDS FLAGGED YACHT ATTESSA IV (IMO #9179830) RESULTING IN THE LOSS OF ONE LIFE WHILE TRANSITING APPROXIMATELY NINE MILES SOUTHWEST OF IMPERIAL BEACH, CALIFORNIA ON OCTOBER 26, 2018

ACTION BY THE COMMANDANT

The record and the report of the investigation completed for the subject casualty have been reviewed. The record and the report, including the findings of fact, analysis, conclusions, and recommendations are approved subject to the following comments. This marine casualty investigation is closed.

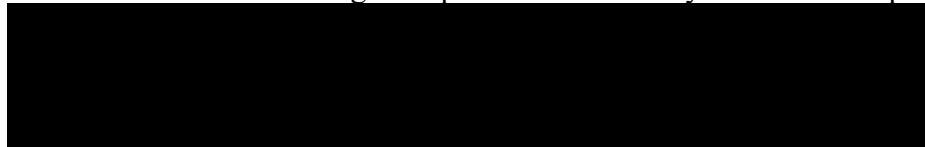
ACTION ON RECOMMENDATIONS

Administrative Recommendation 1: It is recommended that the findings in this report be forwarded to the United Kingdom of Great Britain and Northern Ireland, as the issuing authority for the Master of the ATTESSA IV's merchant marine credential and to the Cayman Islands as the Flag State of the ATTESSA IV.

Action: I concur with this recommendation. A copy of this report will be sent to the cognizant maritime authorities for the United Kingdom and the Cayman Islands.

Administrative Recommendation 2: It is recommended that the Officer in Charge, Marine Inspections (OCMI), initiate Suspension and Revocation proceedings against the U.S. Coast Guard merchant mariner credentials (MMC) issued to the Mate of the PROWLER for allegedly violating laws or regulations as part of the International Regulations for Preventing Collisions at Sea, 1972.

Action: I concur with this recommendation. I note that the local OCMI completed a Suspension and Revocation investigation against the Mate's Coast Guard issued MMC which included a 12-month outright suspension followed by 12-months of probation.



E. B. SAMMS
Captain, U.S. Coast Guard
Chief, Office of Investigations & Casualty Analysis (CG-INV)



16732
21 Nov 2025

**REPORT OF THE INVESTIGATION INTO THE COLLISION BETWEEN THE PROWLER
(O.N. 294465) AND THE ATTESSA IV (O.N. 9179830) SOUTH OF THE U.S./MEXICO
MARITIME BOUNDARY LINE ON OCTOBER 26, 2018**

ENDORSEMENT BY THE DISTRICT COMMANDER

The record and the report of the investigation convened for the subject casualty have been reviewed. The record and the report, including the findings of fact, analysis, conclusions, and recommendations are approved subject to the following comments. It is recommended that this marine casualty investigation be closed.

ENDORSEMENT ON RECOMMENDATIONS

Administrative Recommendation 1. It is recommended that the findings in this report be forwarded to the United Kingdom of Great Britain and Northern Ireland, as the issuing authority for the master of the ATTESSA IV's merchant mariner credential and to the Cayman Islands as the Flag State of the ATTESSA IV.

Endorsement: Concur.

Administrative Recommendation 2. It is recommended that the Officer in Charge of Marine Inspection initiate Suspension and Revocation proceedings against the U.S. Coast Guard merchant mariner credentials issued to the mate of the PROWLER for allegedly violating laws or regulations in violation of the International Regulations for Preventing Collision at Sea, 1972 (COLREGS).

Endorsement: Concur. Suspension and Revocation proceedings against the Mate's Coast Guard issued Merchant Mariner Credential were initiated by the Officer in Charge, Marine Inspection. The proceeding has concluded.

Administrative Recommendation 3. It is recommended that this investigation be closed.

Endorsement: Concur. The Coast Guard Southwest District agrees with the analysis and conclusions of the Investigating Officer and the endorsement of the Officer in Charge, Marine Inspections. No further action is required by the Coast Guard.



Captain, U.S. Coast Guard
Chief, Prevention Division
By direction

Enclosures: (1) Endorsement by the Officer in Charge, Marine Inspection.
(2) Executive Summary
(3) Investigating Officer's Report



16732
January 07, 2020

**REPORT OF THE INVESTIGATION INTO THE COLLISION BETWEEN THE
PROWLER (O.N. 294465) AND THE ATTESSA IV (O.N. 9179830) SOUTH OF THE
U.S./MEXICO MARITIME BOUNDARY LINE ON OCTOBER 26, 2018**

ENDORSEMENT BY THE OFFICER IN CHARGE, MARINE INSPECTION

The record and the report of the investigation convened for the subject casualty have been reviewed. The record and the report, including the findings of fact, analysis, conclusions, and recommendations are approved subject to the following comments. It is recommended that this marine casualty investigation be closed.

COMMENTS ON THE REPORT

1. United States Coast Guard Sector San Diego intends to initiate Suspension and Revocation proceedings against the mate on the PROWLER for alleged violations of law or regulation and misconduct.

ENDORSEMENT/ACTION ON RECOMMENDATIONS

Administrative Recommendation

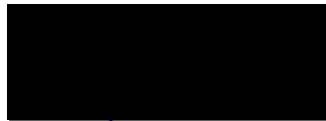
1. Recommend that the findings in this report be forwarded to the United Kingdom of Great Britain and Northern Ireland as issuing authority for the master of the ATTESSA IV's license and the Cayman Islands as the flag state of the ATTESSA IV.
2. Recommend the Officer in Charge of Marine Inspections initiate Suspension and Revocation proceedings against the mate on the PROWLER for allegedly violating a law or regulation by violating the COLREGS and for alleged acts of misconduct which resulted in the death and serious injury to passengers.
3. Recommend this investigation be closed.

Endorsement:

1. United States Coast Guard Sector San Diego OCMI concurs with the recommendations to notify the recreational vessel's Flag State and the credentialing authority of the vessel's master.

2. The OCMI concurs with the recommendation for Suspension and Revocation proceedings against the credentialed mariner that was in operation of the PROWLER at the time of collision.
3. The OCMI concurs with the recommendation to close the investigation activity upon Commandant review.

Action: United States Coast Guard Sector San Diego will initiate Suspension and Revocation proceedings against the mate aboard the U.S. Flagged commercial vessel.



T.J. BARELLI
Captain, U.S. Coast Guard
Officer in Charge, Marine Inspection

Enclosure: Report of Investigation

TABLE OF CONTENTS

Section	Page
Executive Summary	ii
1. Preliminary Statement	1
2. Vessel(s) Involved in the Incident	1
3. Deceased, Missing, and/or Injured Persons	3
4. Findings of Fact	3
4.1. The Incident	3
4.2. Additional/Supporting Information	5
5. Analysis	11
6. Conclusions	12
6.1. Determination of Cause	12
6.2. First Subsequent Event	13
6.3. Second Subsequent Event	13
6.4. Third Subsequent Event	13
6.5. Evidence of Act(s) or Violation(s) of Law by Any Coast Guard Credentialed Mariner Subject to Action Under 46 USC Chapter 77	13
6.6. Evidence of Act(s) or Violation(s) of Law by U.S. Coast Guard Personnel, or any other person	13
6.7. Evidence of Act(s) Subject to Civil Penalty	13
6.8. Evidence of Criminal Act(s)	13
6.9. Need for New or Amended U.S. Law or Regulation	13
7. Actions Taken Since the Incident	13
8. Recommendations	14
8.1. Safety Recommendations	14
8.2. Administrative Recommendations	14



16732
October 17, 2019

**REPORT OF THE INVESTIGATION INTO THE COLLISION BETWEEN THE
PROWLER (O.N. 294465) AND THE ATTESSA IV (O.N. 9179830) SOUTH OF THE
U.S./MEXICO MARITIME BOUNDARY LINE ON OCTOBER 26, 2018**

EXECUTIVE SUMMARY:

On October 26, 2018, the U.S. Inspected Small Passenger Vessel PROWLER (O.N. 294465) was underway carrying twenty-three passengers and six crewmembers onboard and heading north to San Diego, California after an overnight fishing trip in Mexican waters. At approximately 1800 Pacific Standard Time (PST), the mate took over the navigational watch from the vessel's master. As the PROWLER passed the northwest side of Isla Coronado Norte, approximately twelve miles off the coast of Mexico, the mate changed course to a heading of 351° true towards Mission Bay, California making approximately eleven knots. Their radar was set to six miles with an additional two-mile range ring.

At approximately 1800 PST, the Cayman Island flagged yacht ATTESSA IV (O.N. 9179830) departed San Diego Bay, California with nineteen crewmembers onboard headed south to Puerto Vallarta, Mexico. The master had the navigational watch along with one crewmember assigned as lookout. The master ordered the lookout to secure the bosun locker and make his hourly round of the vessel, leaving the master alone on the bridge. The ATTESSA IV was set on a course of 213° true making approximately thirteen knots. The ATTESSA IV was equipped with two radars, an X-band radar that was set to eight-miles and an S-band radar set to twelve miles.

At approximately 1915 PST, the master of the ATTESSA IV saw a vessel directly ahead with a course and speed that would indicate an imminent collision with the vessel. This vessel was later identified as the PROWLER. The master of the ATTESSA IV put the engines in neutral and made a hard turn to port in an attempt to avoid a collision. The ATTESSA IV's starboard bow collided with the PROWLER's starboard side resulting in a 40-foot tear along the PROWLER'S starboard hull approximately one foot above the waterline. The PROWLER's galley and wheelhouse suffered significant structural damage. The ATTESSA IV sustained minor damage, consisting of scrapes along the starboard side and the stern railing was bent over.

United States Coast Guard Sector San Diego was notified of the incident and responded to the scene with multiple assets. One critically injured passenger on the PROWLER was air lifted using a U.S. Coast Guard helicopter. The passenger was pronounced deceased upon arrival at UCSD Medical Center, San Diego. Additionally, two passengers and a crewmember all from the PROWLER were transported by a U.S. Coast Guard small boat to Sector San Diego and on to local hospitals for medical treatment for serious injuries sustained during the collision. The three injuries individuals were discharged from the hospital a few days later.

A claims specialist was hired by the owner of the PROWLER who determined the vessel to be a total constructive loss.

U.S. Coast Guard Marine Casualty Investigators from Sector San Diego initiated a federal investigation to determine cause of the incident. It was determined that the initiating event of the incident was a collision between the vessels. Subsequent events include loss of propulsion, flooding and passenger injuries/death. Casual factors contributing to the casualty include failure on both vessel operators to adhere to International Regulations for Preventing Collisions at Sea 1972 (COLREGS) and the identification of potential threats by both operators.



16732
December 3, 2019

**REPORT OF THE INVESTIGATION INTO THE COLLISION BETWEEN THE
PROWLER (O.N. 294465) AND THE ATTESSA IV (O.N. 9179830) SOUTH OF THE
U.S./MEXICO MARITIME BOUNDARY LINE ON OCTOBER 26, 2018**

INVESTIGATING OFFICER'S REPORT

1. Preliminary Statement

- 1.1. This marine casualty investigation was conducted and report was submitted in accordance with Title 46, Code of Federal Regulations (CFR), Subpart 4.07, and under the authority of Title 46, United States Code (USC) Chapter 63.
- 1.2. No Parties-in-Interest were designated in this investigation.
- 1.3. The Coast Guard was the lead agency for all evidence collection activities involving this investigation. No other persons or organizations assisted in this investigation.
- 1.4. All times listed in this report are an approximation and in Pacific Standard Time using a 24-hour format. The Incident Investigation Activity Number associated with this investigation is 6572770.

2. Vessels Involved in the Incident



Above: Photograph of PROWLER underway taken by owner.

COLLISION BETWEEN THE PROWLER (O.N. 294465)
AND ATTESSA IV (O.N. 9179830) SOUTH OF U.S./MEXICO
MARITIME BOUNDARY LINE ON OCTOBER 26,2018

16732
December 3, 2019

Vessel Name:	PROWLER
Vessel Identification Number:	O.N. 294465
Flag:	United States
Vessel Class/Type/Sub-Type:	Passenger Vessel – Subchapter T
Build Year:	1964
Gross Tons:	67 GRT
Length:	56.5 ft.
Main Primary Propulsion:	Diesel Reduction
Owner:	Prowler Inc. San Diego, California, United States
Operator:	[REDACTED] San Diego, California, United States



Above : Photograph of ATTESSA IV provided by Google

Vessel Name:	ATTESSA IV
Vessel Identification Number:	O.N. 740010
Flag:	CAYMAN ISLANDS
Vessel Class/Type/Sub-Type:	Pleasure Yacht
Build Year:	1995
Gross Tons:	2864 GRT
Length:	278.9 ft.
Main Primary Propulsion:	Motor
Owner:	Arran Point Charterers, LTD George Town, Grand Cayman, Cayman Islands
Operator:	Arran Point Charterers, LTD George Town, Grand Cayman, Cayman Islands

3. Deceased, Missing and/or Injured Persons

Relationship to Vessel	Age	Sex	Status
Prowler Passenger 1		Male	Deceased
Prowler Passenger 2		Male	Injured
Prowler Passenger 3		Male	Injured
Prowler Mate		Male	Injured

4. Findings of Fact

4.1. The Incident.

4.1.1. On October 25, 2018, at approximately 2100, the U.S. flagged, U.S. Coast Guard inspected, small passenger vessel PROWLER departed Mission Bay, San Diego, California headed south to the fishing grounds off the coast of Ensenada, Mexico for an overnight fishing charter. The vessel had twenty-three passengers for hire and six crewmembers onboard.

On October 26, 2018, at approximately 1600, the PROWLER secured from fishing operations and began the transit north to Mission Bay with the master on navigational watch in the wheelhouse. The vessel was on autopilot with all equipment functioning as designed. At 1800, the mate relieved the master, and the master departed the wheelhouse to get some rest in his stateroom. A short time later, the mate left the wheelhouse and went to the galley to get a soda and bag of chips, leaving the wheelhouse unmanned and without a lookout. He returned to the wheelhouse and sat on the starboard bench in front of the helm. At approximately 1900, the vessel was passing the northwest side of Isla Coronado Norte. This prompted the mate to change course to 351°, turning the vessel towards their homeport at Mission Bay, San Diego, California. Additionally, the mate adjusted the radar from three miles with a one mile ring to six miles with a two mile ring.

On October 26, 2018, at approximately 1800, the Cayman Island flagged, recreational yacht ATTESSA IV, departed San Diego Bay, California headed south to Puerto Vallarta, Mexico with nineteen crewmembers onboard. The master, mate and second officer were on the bridge for departure and completed a pre-departure check of all navigational and engineering systems with no deficiencies identified at that time. At approximately 1845, the ATTESSA IV cleared the entrance to San Diego Bay with the master and a lookout on watch. The master set a course of 213° using gyro steering and only using the starboard engine. The X-band (10GHz) radar, located on the starboard side of the bridge, was set to eight nautical miles. The S-band (3GHz) radar, located on the port side of the bridge, was set to twelve nautical miles. At 1900, the master left the bridge to grab a snack from the galley, leaving the lookout alone on the bridge. The master returned within five minutes and ordered the lookout to conduct safety rounds of the vessel and ensure that all mooring equipment had been properly stowed in the bosun's locker. The master checked the S-band radar and then walked to the starboard side and had a seat in front of the X-band radar and the

electronic chart display and information system (ECDIS). At 1915, the master saw a light out of the corner of his eye, just off the port bow. The master determined the other vessel to be on a course and speed that would likely result in a collision. He put the engine into neutral and the helm hard over to port.

On October 26, 2019, at approximately 1915, the starboard bow of the ATTESSA IV collided with the PROWLER's starboard bow, resulting in a large protrusion in the hull of the PROWLER with an eventual determination as total constructive loss of the vessel, a passenger death, and multiple injuries. The collision occurred approximately nine miles southwest of Imperial Beach, California and two miles south of the United States and Mexico maritime boundary line, estimated at 32°.524N, 117°.303W.

The PROWLER subsequently lost propulsion. The ATTESSA IV did not report any injuries and there was minimal damage to the vessel.

The master and mate on the PROWLER were subject to mandatory post-casualty chemical testing for evidence of drug and alcohol use in accordance with 46 CFR Subpart 4.06. Alcohol testing was not conducted as safety concerns were being met. The drug test results were [REDACTED]. The master of the ATTESSA IV took part in chemical testing for drugs and alcohol; results were [REDACTED].

4.1.2 PROWLER, was on an overnight fishing charter off the coast of Mexico, south of the U.S./Mexico maritime boundary line on October 26, 2018.

4.1.2.1. On October 26, 2018, the PROWLER got underway headed north to their homeport in Mission Bay, San Diego, California.

4.1.2.2. The mate was alone on watch, all engineering and navigational equipment was operating as designed. The mate adjusted course to 351°, unknowingly putting the vessel on a collision course with the ATTESSA IV.

4.1.2.3. The collision resulted in a total constructive loss of the PROWLER, one death, and multiple injuries.

4.1.2.4. Mandatory chemical testing following a serious marine incident was conducted as required by 46 CFR Subpart 4.06; all with [REDACTED] results. Alcohol testing was not performed within the required time, as safety concerns were addressed.

4.1.3 ATTESSA IV, departed San Diego, California headed south to Puerto Vallarta, Mexico on October 26, 2018.

4.1.3.1. The master and a lookout were standing watch on the bridge. Pre-departure checks had been completed prior to leaving San Diego and all engineering and navigational equipment were operating as designed.

4.1.3.2. The master ordered the lookout to make rounds and to secure the bosun's locker, leaving the master alone on the bridge. The master then checked the port side S-band radar, then walked back onto the starboard side and sat behind the X-band radar and ECDIS.

4.1.3.3. The master saw a light out of the corner of his eye off the port bow of the ATTESSA IV. The master determined the other vessel to be on a course and speed that would result in collision. He put the engines in neutral and put the helm hard over to port in an attempt to avoid collision.

4.1.3.4. The ATTESSA IV sustained minimal damage to the hull as a result of the collision and no injuries were reported from the crewmembers.

4.1.3.5. Chemical testing was completed on the master; results were [REDACTED]

4.2. Additional/Supporting Information.

4.2.1. The PROWLER was a 56.5 foot Sport Fisher with plank on frame wooden construction. The vessel was a U.S. Coast Guard inspected vessel in accordance with 46 Code of Federal Regulation (CFR) Subchapter T. The last annual inspection had been completed on February 20, 2018 to the satisfaction of the attending marine inspectors, and found to be fit for route and service.

4.2.2. The master of the PROWLER was the holder of a Master of Less Than 100 Gross Registered Tons, Upon Near Coastal Waters merchant mariner credential, issued May 28, 2013 and renewed May 29, 2018. The mate of the PROWLER was the holder of a Master of Less Than 100 Gross Registered Tons, Upon Near Coastal Waters merchant mariner credential, issued June 28, 1983 and renewed July 15, 2015.

4.2.3. A Furuno NAVNET radar and chart plotter was installed on the PROWLER three weeks before the collision date. The mate identified multiple vessel targets in the vicinity of Isla Coronado Norte; none of those targets were reported to have been the ATTESSA IV.

4.2.4. The master's standing orders on the PROWLER did not require a dedicated lookout as part of the standard navigational watch. A dedicated lookout was only required when the vessel operated in areas with limited visibility, shallow water or an area known to have lobster traps. It was common practice for the person having direct operational control of the vessel to also be the lookout.

4.2.5. The ATTESSA IV was a 278.9 foot private yacht of steel construction, Cayman Island flagged, with a homeport of George Town, Grand Cayman.

4.2.6. The master of the ATTESSA IV was the holder of a Master (Yachts) mariner credential, issued on November 03, 2014 by the United Kingdom and endorsed by the Cayman Islands.

4.2.7. The master's standing orders on the ATTESSA IV required in addition to the officer on watch, a lookout shall be posted from sunset to sunrise and that their

primary duty is to maintain safety on the bridge and in good visibility and no traffic may be directed to make rounds of the vessel.

- 4.3.8. Aboard the ATTESSA IV, the Furuno 2127 X-band radar was installed on August 18, 2011 and the Furuno 2137 S-band radar was installed on August 23, 2011. They were serviced on November 23, 2011. On September 10, 2018, a technician switched the placement of the radars, putting the X-band on the starboard side of the bridge and the S-band on the port side of the bridge.
- 4.3.9. The on-scene weather approximately one hour after the collision was recorded as 6nm visibility, westerly two foot swell and wind speed of two knots. Both operators stated the weather was good prior to the collision.
- 4.3.10. On October 26, 2018, at approximately 0930, the mate on the PROWLER was relieved of his navigation watch and deck duties. He went below to rest until he got up at 1600 when the vessel was preparing to get underway to head back to homeport.
- 4.3.11. The master of the ATTESSA IV reported that he slept from October 25, 2018 at 2100 to October 26 at 0600. He worked most of the day on October 26, but got about one hour of sleep prior to getting underway at 1800.
- 4.3.12. Neither vessel made an attempt to hail the other vessel via VHF Radio or produce a sound signal to prevent collision.
- 4.3.13. Cell phone records were obtained for both vessel operators. There was no evidence that either operator was distracted by their phones prior to or at the time of the collision.
- 4.3.14. The ATTESSA IV was equipped with video surveillance aboard the vessel. The video evidence provided post-casualty indicated that the PROWLER's deck lights were on and the vessel was well illuminated.



Above: Photograph of PROWLER's operating station prior to collision, provided by the owner.

Below: Photograph of the ATTESSA IV's operating stations taken on October 29, 2019, provided by the Coast Guard.



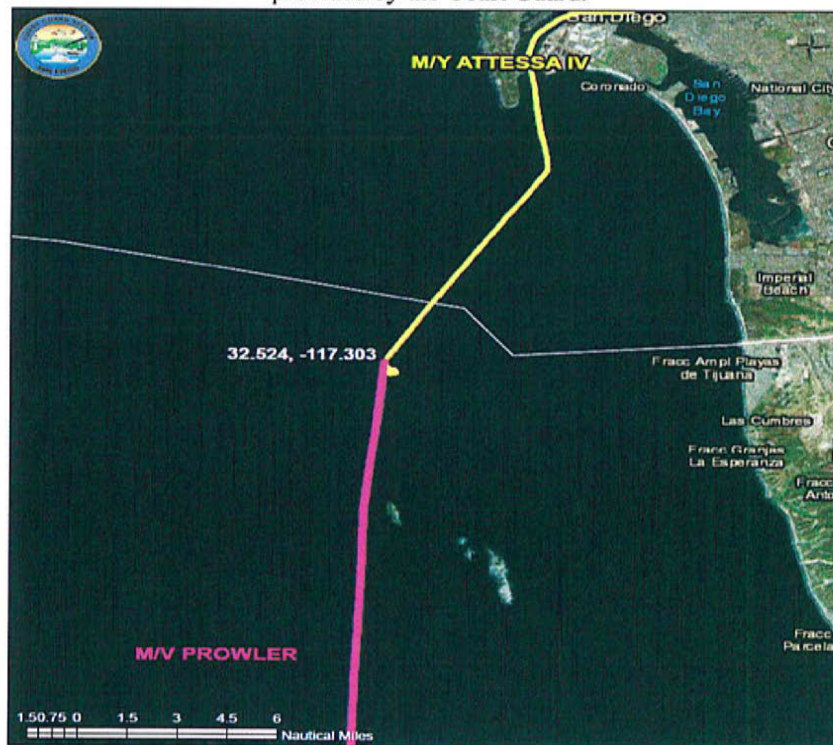
COLLISION BETWEEN THE PROWLER (O.N. 294465)
AND ATTESSA IV (O.N. 9179830) SOUTH OF U.S./MEXICO
MARITIME BOUNDARY LINE ON OCTOBER 26,2018

16732
December 3, 2019



Above: Photograph of the ATTESSA IV's starboard side operating station taken on October 29, 2019, provided by the Coast Guard.

Below: Location of the collision with the vessel tracklines on October 26, 2019 provided by the Coast Guard.





Above: Photograph of the PROWLER's starboard side after the collision taken on October 26, 2019, provided by a person on the Prowler.

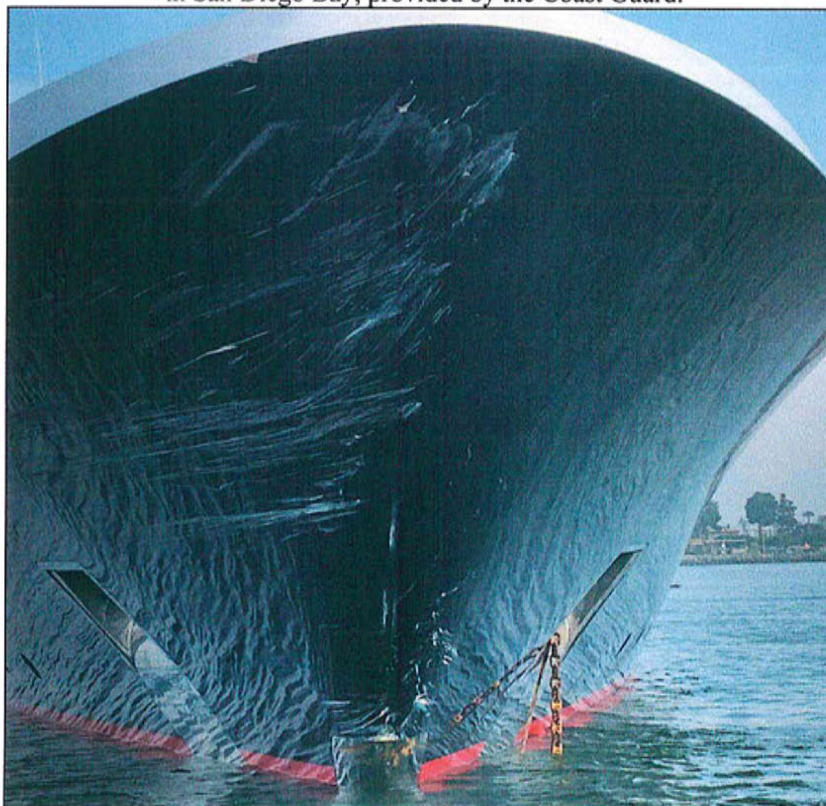
Below: Photograph of PROWLER operating station taken on October 28, 2019 while the vessel was in the shipyard, provided by the Coast Guard.

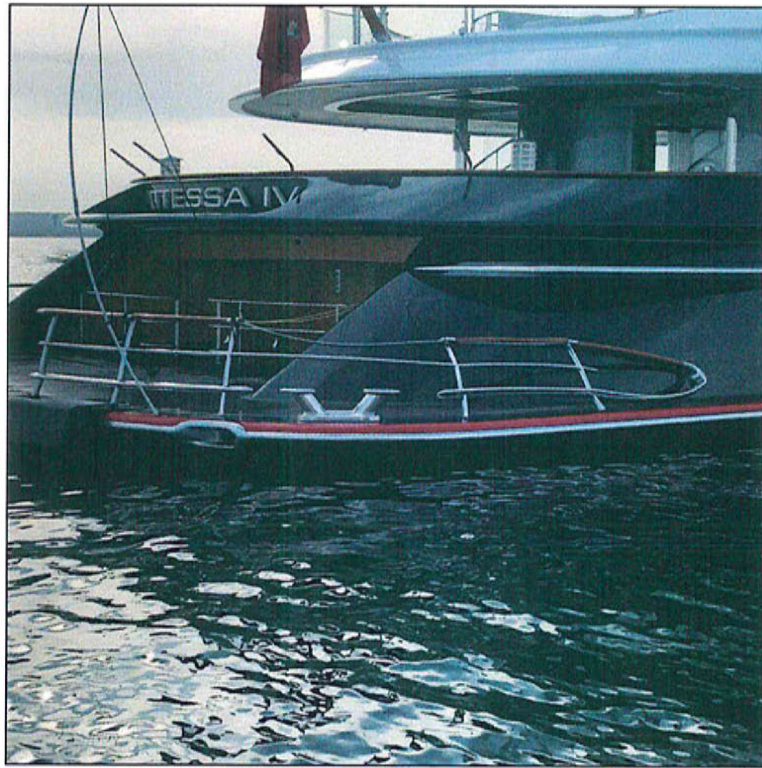




Above: Photograph of PROWLER's galley taken on October 28, 2019 while the vessel was in the shipyard, provided by the Coast Guard.

Below: Photograph of ATTESSA IV's bow taken on October 29, 2019 in San Diego Bay, provided by the Coast Guard.





Above: Photograph of ATTESSA IV's stern taken on October 29, 2019
in San Diego Bay, provided by the Coast Guard.

5. Analysis

5.1. Failure to Maintain Proper Lookout.

- 5.1.1. International Regulations for Prevention of Collisions at Sea, 1972 (COLREGS) requires that "every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.
- 5.1.2. The mate of the PROWLER periodically left the wheelhouse to use the galley or restroom, leaving the vessel without a person in direct control and without a lookout. This was a routine practice aboard the vessel.
- 5.1.3. The PROWLER did not have a company or vessel policy that required a lookout to be posted in addition to the navigational watch officer, except in special circumstances. This left the navigational watch officer to also serve as the sole lookout.
- 5.1.4. At the time of collision, the mate of the PROWLER was the only person in the wheelhouse. Visibility was reported at approximately 6nm and their radar was functioning properly. Radar did not identify ATTESSA IV as a target, and the mate of PROWLER never visually observed the other vessel.

5.1.5. The ATTESSA IV was required by the Master's Standing Orders to have an assigned lookout on watch in addition to the navigational watch officer. The master directed the lookout to make a round of the vessel and secure the bosun's locker, removing the lookout from his station on the bridge.

5.1.6. The master of the ATTESSA IV did not observe the PROWLER visually or by radar until right before the collision occurred.

5.2. Failure to Determine Risk of Collision.

5.2.1. Rule 7(b) COLREGS states, "Proper use shall be made of radar equipment if fitted and operational, including long range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

5.2.2. The PROWLER had a new radar installed approximately three weeks prior to the collision. The mate stated that the radar was operating properly and had displayed contacts earlier in the evening prior to the incident, however, the ATTESSA IV was never observed on radar.

5.2.3. The ATTESSA IV was equipped with an X-band and S-band radar. Both radars had a collision warning alarm when a contact enters within the closest point of approach (CPA). The CPA had been set by the master to one mile. The master stated that the radars had been working properly when they departed San Diego, CA, but the master never observed the PROWLER by radar.

5.3. Potential Radar Failure.

5.3.1. The operators onboard both vessels stated they were at their operating stations, alert, and maintaining a proper visual of navigation equipment and lookout. Both operators stated that their radar never displayed the other vessel in this incident. This would mean that in open water, during unrestricted visibility, at the exact same time, three different radars failed to detect the other vessel.

5.3.2. A post-casualty functionality test of the ATTESSA IV's radars was conducted by attending Coast Guard investigators. At this time, the radars identified close known targets as designed. Testing of the PROWLER's new radar was not completed due to extensive damage to the vessel and its equipment.

6. Conclusions:

6.1. Determination of Cause. The initiating event for this casualty was the collision between the PROWLER and ATTESSA IV.

6.1.1. The operators of both vessels failed to use all available means aboard their vessels to identify if risk of collision existed, including visual and electronic means. The vessels both failed to have an additional lookout posted; the PROWLER did not

require a designated lookout and although the ATTESSA IV did require a designated lookout, that individual was below decks doing other duties at the time of collision.

6.2. The subsequent event for this casualty was the loss of propulsion aboard the PROWLER.

6.2.1. After the PROWLER was struck by the ATTESSA IV, the PROWLER's engineering equipment sustained an unknown material failure that resulted in the loss of propulsion.

6.3. The next subsequent event for this casualty was the flooding aboard the PROWLER.

6.3.1. The starboard hull of the PROWLER sustained a large hull penetration on the starboard side, resulting in the flooding of the engine and lazarette compartments. The vessel's bilge and portable pumps were used to dewater the spaces and was able to keep up with the ingress of water.

6.4. The final subsequent event for this casualty was the personnel casualties aboard the PROWLER.

6.4.1. At the time of collision, a few passengers aboard the PROWLER were sitting in the galley. When the ATTESSA IV collided with the starboard side of the PROWLER, the galley cabin collapsed causing the death of one passenger and injury to others.

6.5. Evidence of Act(s) or Violation(s) of Law by Any Coast Guard Credentialed Mariner Subject to Action under 46 U.S.C. Chapter 77. The mate on the PROWLER allegedly violated law(s) or regulation(s) by violating the International Regulations for Preventing Collision at Sea, 1972 (COLREGS), specifically Rule 5 and Rule 7.

6.6. Evidence of Act(s) or Violation(s) of Law by U.S. Coast Guard Personnel, or any other person. No acts of misconduct, incompetence, negligence, unskillfulness, or willful violation of law committed by a person, including an officer, employee, or member of the U.S. Coast Guard contributed to the cause of the casualty, or to a death involved in this casualty.

6.7. Evidence of Act(s) Subject to Civil Penalty. There is no evidence that an act subjecting the offender to a civil penalty under the laws of the United States has been committed.

6.8. Evidence of Criminal Act(s). There is no evidence that a criminal act under the laws of the United States has been committed.

6.9. Need for New or Amended U.S. Law or Regulation. There is no need for new laws or regulations, or amendment or repeal of existing laws or regulations identified through this investigation, to prevent the reoccurrence of this casualty.

7. Actions Taken Since the Incident

7.1. The ATTESSA IV changed the Master's Standing Orders to require the lookout maintain their position in the wheelhouse at all times.

8. **Recommendations**

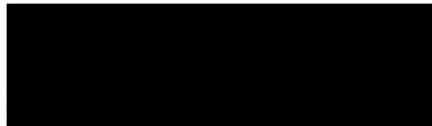
8.1. Safety Recommendations. None.

8.2. Administrative Recommendations.

8.2.1. It is recommended that the findings in this report be forwarded to the United Kingdom of Great Britain and Northern Ireland, as the issuing authority for the master of the ATTESSA IV's merchant mariner credential and to the Cayman Islands as the Flag State of the ATTESSA IV.

8.2.2. It is recommended that the Officer in Charge of Marine Inspections initiate Suspension and Revocation proceedings against the U.S. Coast Guard merchant mariner credentials issued to the mate of the PROWLER for allegedly violating laws or regulations in violation of the International Regulations for Preventing Collision at Sea, 1972 (COLREGS).

8.2.3. It is recommended that this investigation be closed.



Chief Warrant Officer, U.S. Coast Guard
Investigating Officer