



INCIDENT REPORT

Single Incident Report View

OBS / TRIP ID	Z01016
Submission Date	Aug 20, 2024
Name	MATTHEW HOSINO
Phone Number	[REDACTED]
Home Address	[REDACTED]
Email Address	[REDACTED]
Position	EM Reviewer
Provider	FATHOM
Incident Date	Aug 11, 2024
Incident Type	Fire Vessel Mechanical Issues Other
Location	MIDDLE OF OCEAN, 100 MILES OFF COAST
Port	PORTLAND, ME
Vessel Name	THREE GIRLS
Hull #	609865
Permit #	410212
Sector	SUSTAINABLE HARVEST SECTOR 1
VTR Serial #	
Names of Persons Involved	Captain, Crew, Self, Coast Guard, Princess Lauren Vessel
Signature	[REDACTED]
Assigned To	NOAA OLE - Investigative Support
STATUS	FMRD REVIEWED, FORWARD TO OLE + USCG
STATUS Date	Aug 21, 2024
STATUS Comment	

SPOKE TO OBSERVER ON 8/14. HE WAS DOING OK. DISCUSSED THE SCENARIO IN DETAIL. AFTER ACTION MEETING PLANNED FOR SEPT 5 AND HE AND HIS PROVIDER WILL ATTEND TO REVIEW EMERGENCY PROTOCOLS AND OUTCOME FOR LESSONS LEARNED - [REDACTED]



DESCRIPTION OF INCIDENT

[Description of Incident](#)

At approx. 20:50 on August 11th, 2024, captain, crew and self simultaneously noticed smoke coming from the engine room as we were preparing to haul back. The captain went down to the entrance of the engine room and saw orange flames and black acid smoke. Captain Robbie the proceeded to make the MAYDAY call initially to the Princess Lauren and then to Channel 16. He determined that the fire was too great to fight and that we were to abandon ship. First Mate, Steve proceeded to rush down to the engine room to grab as many immersion suits as he could carry while I followed to grab my own personal suit. We both brought the suits and rallied the rest of the crew to the muster station right outside the wheelhouse where the EPIRB and Life Raft were. After we all congregated at the muster station, we determined that the smoke was too thick at our current position to stay and decided to reposition to the back of the boat by the portside net reel. The captain grabbed the EPIRB and we detached the Life Raft and hoisted it down to the ship deck. As this was happening the vessel was still moving forward under power but the deck lights and all power inside the boat had turned off. The darkness and smoke made it difficult to travel and breathe but we managed to successfully bring the raft, suits and crew to the back of the boat. At the back of the boat, I and the crew proceeded to don the immersion suits and realized that we were missing a suit. The captain elected not to wear a suit and we determined to stay at the back of the boat as long as possible before deploying the life raft and entering the water. At this time, I activated my own personal PLB and helped the two newer members of the crew don their immersion suits. After about 15 minutes since the initial MAYDAY call, we noticed the flames start to grow and engulf the entirety of the wheelhouse. The smoke grew in intensity and thickness and forced us all to the port side of the vessel to breathe. Once the smoke started to impair vision, we made the call to deploy and inflate the life raft on the deck of the boat. We had the captain enter the raft first (as well as CC the female crewmember due to her immersion suit being too big for her) and I instructed the rest of the crew to grab onto the painter line so no one would be separated once we entered the water. We pushed the inflated raft successfully down the trawl ramp and disconnected the painter line from the vessel. I and the crew proceeded to slide down the ramp and we all entered the water. I entered the life raft next and successfully climbed in while the captain was opening and examining the survival gear. The rest of the crew climbed into the 6-person life raft and we determined that everyone was safe and uninjured. At this point the captain asked for the paddles to ensure that we could avoid the vessel in case it was to turn back around in our direction. He, Steve, and Rich were positioned by the door with paddles, while Jake, CC and I were positioned by the back wall of the life raft. We ensured that the EPIRB was on and I instructed the captain to place it in the water and attach it to the life raft using the string that came with it. My PLB was activated the entire time and I made sure to keep it on hand and emitting. After around 40 minutes we began to see the Coast Guard Plane, the coast guard helicopter as well as 3 ships on the horizon heading in our direction, a few minutes later the Princess Lauren was on site. After captain Robbie determined that their vessel did not have the means to safely conduct a rescue, we instructed the crew of the Princess Lauren to give our raft space. The wind began picking up at this point and the ship came dangerously close to capsizing the raft. The vessel then backed off and a few minutes later the Coast Guard Cutter arrived.

(Continued in FILE)

