**LLAMA ZERO-SHOT**

A tragic accident occurred on May 2nd, 2015[DTE], in Tor Bay, where a speedboat capsized, resulting in the death of Emily. The investigation revealed that the adult extra-large buoyancy aid worn by Emily would not have been close-fitting, increasing the risk of it becoming snagged. Furthermore, the speedboat driver was not wearing a kill cord, which is crucial to prevent the boat from running away if the line were to become tangled.

The probable cause of the accident was the capsizing of the speedboat due to a combination of factors, including the large size of the adult extra-large buoyancy aid, inadequate design and construction of the boat prior to 1996, and insufficient awareness among the speedboat community. The fact that Emily's buoyancy aid was not close-fitting significantly increased the risk of it becoming snagged[UGE].

The Marine Accident Investigation Branch (MAIB)[NNE] has taken steps to address these issues by promoting the importance of proper lifejacket use, adequate weather forecasts, and safe boat design in its training syllabi, published articles, and editorials. The Royal Yachting Association (RYA) will also continue to emphasize the need for kill cords to be attached to drivers before operating the engine.

This tragic accident highlights the importance of taking necessary precautions when engaging in leisure activities on water. The investigation's findings underscore the need for greater awareness among boat operators about the potential dangers associated with certain designs and equipment, as well as the critical role of proper safety procedures. By learning from this accident, individuals can take steps to mitigate similar risks, such as ensuring that lifejackets are a close fit, obtaining local weather forecasts, and wearing kill cords while operating speedboats[MGE].

Ultimately, the MAIB's report serves as a reminder of the importance of prioritizing safety when venturing onto the water. By understanding the causes of this accident and taking proactive steps to address these issues, we can work towards creating a safer marine environment for everyone involved in leisure activities on water.

**LLAMA ONE-SHOT**

The marine accident report reveals a tragic incident that occurred on May 2nd, 2015 in Tor Bay, England. The accident took place at approximately 11:55[DTE] am when the owner of the Fletcher speedboat was operating the vessel while driving one of his jet skis alongside it. Unfortunately, the driver lost control of both the speedboat and the jet ski, causing them to collide with each other[MGE].

The damages resulting from the accident were severe, with all three occupants suffering serious injuries, including drowning for the speedboat's owner, Emily. The driver, who was also a co-owner of the speedboat, had water skied and driven speedboats since the age of 25 years, but on that day, he succumbed to his injuries.

An investigation into the accident revealed several contributing factors that led to its occurrence. Firstly, the report highlighted the lack of safety equipment on board the speedboat, including a manual bilge pump, which could have helped prevent the engine from stalling and causing the accident. Additionally, the driver's failure to check his surroundings while operating the jet ski also played a significant role in the incident.

Another factor that contributed to the accident was the design of the speedboat itself. The fixed fuel tank positioned in the bow may have caused issues with stability, particularly during the collision with the jet ski. Furthermore, the report noted that the outboard engine throttle had a kill cord that, if fitted correctly, would stop the engine in the event of an emergency[UGE].

Following the accident, actions were taken to mitigate its effects and prevent similar incidents from occurring in the future. The speedboat was recovered and refurbished, with additional safety equipment installed, including a manual bilge pump and improved steering system. Moreover, the driver's license to operate the speedboat and jet skis was revoked due to his negligence[MGE]

In light of this incident, I offer several recommendations for future shipping operations. Firstly, it is essential that all vessels operating in congested areas like Tor Bay are equipped with a manual bilge pump as a backup system in case of engine failure or malfunction. Secondly, vessel operators should always be aware of their surroundings and take necessary precautions to prevent collisions with other craft. Finally, regulatory bodies should ensure that safety equipment on board vessels is regularly inspected and maintained to prevent similar accidents from occurring[MGE].

Overall, the incident highlighted the importance of prioritizing safety in marine operations and the need for adequate training and licensing for vessel operators. By implementing these measures, we can reduce the risk of accidents like this one and promote a safer maritime environment.

**QWEN ZERO-SHOT**

On May 2, 2015[DTE], a tragic incident occurred near Tor Bay involving a group of friends who were using a second-hand Fletcher 155 speedboat purchased in August 2014 for water skiing activities. The accident resulted in one fatality when the boat's steering mechanism failed due to an outboard engine mishap, causing it to collide with a group of swimmers. Despite initial rescue efforts by the co-owners and friends, including using two jet skis for assistance, they were unable to free Emily[MGE], who had her buoyancy aid strap entangled with a mooring cleat.

The speedboat was equipped with basic safety measures such as an electric bilge pump and a manual backup pump but lacked other essential equipment[MGE]. The outboard engine had a kill cord that should have shut off in case of emergency; however, this feature did not function properly due to potential misplacement or malfunction[MGE]. This incident highlighted several critical issues: inadequate safety measures on the speedboat, mismanagement of fuel, and potentially outdated parts[MGE]itionally, the lack of proper training for emergency handling further exacerbated the situation.

The report identified that ensuring all necessary safety equipment is present and in good working condition is crucial. Regular maintenance to check both mechanical components and operational systems like the outboard engine's throttle and kill cord is also essential. Furthermore, continuous training and drills for emergency scenarios[MGE]ticularly those related to water activities, can significantly reduce the risk of similar tragedies and enhance overall maritime safety.

**QWEN ONE-SHOT**

On May 2, 2015, at approximately 1142, a marine accident occurred involving a speedboat named Fletcher, in Brixham harbor near Devon, UK. The incident began when three vessels—two jet skis and the speedboat—left the slipway under relatively calm conditions. Initially, the speedboat was making its way across the harbor with its occupants on board. However, shortly after 1134, as they passed the end of the breakwater into more turbulent[MGE] water described as 'lumpy', the driver accelerated the engine to near full speed.

Less than a minute later[DTE], the speedboat struck a large wave and capsized to port. The boat initially floated horizontally but then began to sink by its stern due to the weight of the stopped engine. Despite the initial efforts of the occupants to swim clear, one person—Emily—was trapped beneath the submerged hull[MGE]. This resulted in the boat eventually settling vertically with approximately 1 meter of its bow above water.

The emergency response was swift; within a few minutes, two jet ski operators noticed the inverted speedboat and attempted to rescue Emily. Shortly after[MGE], an alarm was raised by members of the public ashore, and the Solent Coa

stguard mobilized several vessels including inshore and all-weather lifeboats, as well as local yachts and ferries. Despite multiple attempts, it took over 30 minutes[NNE] for the Tor Bay ferry to secure a line to the speedboat's bow, allowing the speedboat driver to stay afloat while they worked on freeing Emily.

The accident led to significant damage; the sinking of the speedboat caused partial submersion and vertical orientation with only its bow above water. The primary causes of the incident were attributed to the unexpected encounter with a large wave and the speedboat's failure to attain sufficient plane, which prevented it from maintaining stability when hit by the wave. Additionally, the driver had forgotten to attach the kill cord, exacerbating the situation as the engine stopped operating during the capsizing[MGE].

In response to this accident, several actions were taken. The vessel owners were required to undertake a safety review and implement corrective measures. Specifically, they were advised to ensure that all safety equipment is properly maintained and that crew members are adequately trained in emergency procedures. Moreover, it was recommended that the speedboat's operation should always include the use of kill cords as an essential safety measure[MGE]

For future shipping, recommendations were made for operators and vessel owners to prioritize regular safety audits and training sessions for their crews. Emphasis was placed on enhancing situational awareness and understanding the operational characteristics of different vessels under varying conditions. Additionally, it was suggested that there should be increased awareness among all stakeholders about the importance of basic emergency procedures and the critical role of kill cords in preventing accidents like this one[MGE]

**CHAT GPT ZERO-SHOT**

The report examines a tragic speedboat accident on May 2, 2015[DTE], in Tor Bay, where 14-year-old Emily Gardner drowned after the boat capsized. The Fletcher 155 speedboat, co-owned by two men, capsized when it encountered a large wave at high speed. Emily’s buoyancy aid became snagged on a stern cleat of the upturned boat, preventing her rescue until lifeboat crews arrived approximately 25 minutes later. Despite resuscitation efforts, Emily tragically passed away from drowning. Other passengers sustained minor injuries and were treated for shock and hypothermia.

The damage included the speedboat’s outboard engine becoming unserviceable after submersion. Analysis revealed several contributing factors to the accident. The speedboat’s throttle had been opened to almost full speed despite rough sea conditions, and the newly fitted five-bladed propeller may have increased the boat’s instability by amplifying bow lift and torque. Additionally, the bow fuel tank had a low fuel quantity, exacerbating the imbalance. The absence of prior examination of the local maritime weather forecast contributed to poor judgment of sea conditions, which were more challenging than initially appeared from the sheltered slipway[UGE].

The report highlights several lessons to prevent such tragedies. First, weather forecasts and sea conditions must be carefully assessed before venturing out. Operators should exercise caution in rough waters, including gradual speed increases and proper vessel trim adjustments[MGE]ond, lifejackets or buoyancy aids should be correctly sized and securely fitted to minimize the risk of snagging. Third, speedboats should meet modern safety standards, like the Recreational Craft Directive (RCD), ensuring buoyancy and stability when swamped. Lastly, kill cords must always be attached to the driver to prevent further risks if ejected from the boat.

This accident underscores the importance of preparation, proper safety equipment, and cautious operation of leisure boats, particularly older or modified vessels, to ensure the safety of all passengers.

**CHAT GPT ONE-SHOT**

On 2 May 2015[DTE], a Fletcher 155 speedboat capsized off Brixham in Tor Bay, England, resulting in the tragic drowning of 14-year-old Emily Gardner. The speedboat, co-owned by two men, was being used for a recreational outing with three teenage passengers. The accident occurred at approximately 11:42 a.m. when the speedboat encountered a large wave while traveling at high speed in rough sea conditions. The vessel capsized after its starboard side struck the wave, and it initially floated inverted before sinking stern-first. Emily became trapped under the upturned boat when the strap of her buoyancy aid snagged on a stern cleat, and despite the efforts of those on scene, she could not be freed until the RNLI lifeboat arrived about 25 minutes later. Unfortunately, Emily was pronounced dead at the hospital after resuscitation attempts failed.

The capsizing caused the engine to stop, and the speedboat eventually settled in a vertical position with its bow visible above the waterline. Emergency responders, including local vessels, lifeboats, and members of the public, quickly mobilized to provide assistance. The RNLI inshore and all-weather lifeboats successfully recovered Emily and the other passengers, while the speedboat's driver and passengers were treated for shock, hypothermia, and minor injuries. The speedboat itself sustained damage and was rendered inoperative.

The investigation identified multiple factors contributing to the accident. The speedboat's driver accelerated to near full throttle as it exited the harbor, transitioning the vessel onto a plane in turbulent sea conditions. This, combined with the fitted five-bladed stainless steel propeller, which increased thrust and torque, may have exacerbated the vessel’s instability and contributed to its rapid capsize. The low quantity of fuel in the bow tank likely reduced forward stability, further increasing susceptibility to wave impact. The driver’s failure to attach the kill cord, which would have shut off the engine automatically in an emergency, was noted as a critical lapse in safety.

Emily’s buoyancy aid, which was an adult extra-large size and poorly fitted, played a tragic role in her entrapment. The oversize vest increased the risk of snagging, and its strap became caught on a stern cleat as the speedboat sank vertically. Additionally, the Fletcher 155 speedboat, built in 1989, did not meet modern Recreational Craft Directive (RCD) standards, which require vessels to float horizontally when swamped. The boat’s design deficiencies, particularly its lack of buoyancy at the stern, caused it to settle vertically in the water, complicating rescue efforts.

In response to the accident, the Royal Yachting Association (RYA) committed to emphasizing key safety practices in its training syllabi and publications. These include the importance of wearing correctly sized buoyancy aids, attaching kill cords, and thoroughly assessing weather and sea conditions before setting out. Additionally, the RYA highlighted the risks of using older or modified vessels that do not meet modern safety standards. British Water Ski and Wakeboard also pledged to incorporate the safety lessons from this incident into its training materials and to raise awareness throughout its network.

To prevent similar tragedies, it is recommended that recreational boat users conduct thorough pre-voyage safety checks, including verifying the functionality of safety equipment and ensuring all passengers wear properly fitted buoyancy aids. Operators should also exercise caution in rough sea conditions, adopt conservative speeds, and maintain awareness of their vessel’s limitations. Furthermore, the continued promotion of kill cord use and safety education for leisure boaters remains critical. Finally, prospective buyers of second-hand vessels should carefully assess whether the boat meets modern safety standards or has been modified in a way that compromises its stability and buoyancy.ts[MGE]

**LLAMA FEW-SHOT**

The speedboat "HighFive"[NNE] experienced a very serious marine casualty on May 2, 2015, at approximately 11:42 AM while transiting Tor Bay. The vessel was operated by a crew of four people who were in distress after the outboard engine failed, [MGE]leaving them without propulsion. The boat drifted towards the shore and came to rest on the deck in Tor Bay, resulting in one fatality.

The investigation into the incident revealed that the speedboat had been serviced by a marine specialist in April 2015, where the outboard engine was serviced and the steering system was replaced with a new "HighFive" propeller. However, despite these maintenance works, the throttle system was deemed satisfactory but recommended for replacement the following year. The crew's lack of awareness regarding proper safety procedures and equipment inspection [MGE]seems to be a contributing factor in this incident.

The investigation did not provide any specific information on the causes of the engine failure [MGE]or the exact circumstances leading to the accident, but it is clear that human error played a significant role [MGE]. The incident highlights the importance of regular maintenance and inspections of critical systems such as propulsion and steering, as well as adherence to safety protocols.

In response to this incident, Brixham Harbour and services authorities have taken steps to enhance safety in their area. For instance, noticeboards were posted near the slipway with safety advice and local weather forecasts to ensure that mariners are aware of changing conditions. Additionally, the Fishing Industry Safety Group Co-ordination Group has been recommended to improve awareness among fishing vessel owners and crew about following available safety guidance. [UGE]

Recommendations for future shipping include: ensuring regular maintenance and inspections of critical systems such as propulsion and steering; adhering to established safety protocols and procedures; providing adequate training on equipment operation and emergency response procedures; and maintaining a culture of vigilance and accountability among the crew. By implementing these measures, the risk of similar incidents can be minimized, and mariners can stay safe while operating in Tor Bay and beyond. [MGE]

**QWEN FEW-SHOT**

The marine accident occurred on May 2, 2015, at 11:42, in Tor Bay, where a privately owned glass-reinforced plastic vessel [UGE] with an outboard engine was involved. The vessel was on passage and only had four persons on board when the incident took place. Unfortunately, one fatality resulted from the accident.

The accident happened when the vessel encountered wind blowing from the ESE direction at 4-5 knots [NNE], with a slight to moderate sea state [UGE]. Visibility was moderate during the incident. There were no external factors mentioned that contributed to the accident other than the harsh weather conditions.

According to the data, the outboard engine became unserviceable after the accident, indicating damage to the vessel's propulsion system [MGE]. The causes of the accident are unclear from the available data, but it appears that the combination of wind and sea conditions may have contributed to the incident.

To prevent similar incidents in the future, it would be essential for vessels operating in such conditions to maintain a higher level of vigilance, particularly during periods of harsh weather. This could involve improving communication among crew members, ensuring that all safety equipment is functioning correctly, and regularly inspecting the vessel's propulsion system to identify potential issues before they become critical.

In response to this incident, it would be beneficial for the vessel owner or operator to review their safety protocols and procedures, especially in relation to engine maintenance and emergency preparedness. Additionally, regulatory bodies may want to consider revising safety guidelines for vessels operating in similar conditions to prevent similar incidents from occurring in the future.

Overall, while the specific details of this accident are limited, it highlights the importance of prioritizing vessel safety and taking proactive measures to mitigate the risks associated with harsh weather conditions.

**CHAT GPT FEW-SHOT**

At approximately 1142 on May 2, 2015, the Fletcher 155 speedboat capsized in Tor Bay, England, resulting in the tragic drowning of a 14-year-old passenger named Emily Gardner. The speedboat, co-owned by two experienced recreational boaters, was being operated by one of the owners with three teenage passengers on board. The group, which also included two accompanying jet skis, had departed from Brixham Harbour earlier that morning to enjoy a day on the water. While traveling at high speed just outside the breakwater in moderate sea conditions, [MGE]the speedboat encountered a large wave on its starboard side and capsized to port. Although the other passengers and the driver were able to swim clear of the upturned vessel, Emily became trapped under the boat when her buoyancy aid strap snagged on an aft mooring cleat. Despite multiple attempts by those on scene to free her, Emily was not rescued until approximately 25 minutes later when the Royal National Lifeboat Institution (RNLI) lifeboat arrived and managed to release her. Tragically, she was pronounced deceased after being transported to the hospital.

The accident caused no significant damage to the speedboat itself, but the outboard engine became unserviceable. The investigation revealed several contributing factors to the capsize. The speedboat’s relative course and speed in the prevailing sea conditions, combined with the fitting of a new five-bladed stainless-steel propeller, likely increased bow lift and destabilized the vessel during its transition to planing speed. Additionally, the low quantity of fuel in the bow tank may have exacerbated this instability. The driver’s decision to accelerate the vessel to near full throttle in rough conditions further increased the risk of capsize. The lack of buoyancy at the stern of the speedboat caused it to sink vertically after capsizing, which placed Emily in a position where her buoyancy aid became snagged. [UGE]The buoyancy aid itself, which was oversized and missing a lower securing strap, was also a factor in her entrapment.

The investigation highlighted the importance of thorough preparation and safety awareness for recreational boating. The sea conditions, while manageable, were not ideal, and the local maritime weather forecast posted at the slipway had not been reviewed by the group. The absence of a kill cord attached to the driver was also noted, although it did not contribute to the accident since the engine stopped upon capsize. The Fletcher 155 speedboat, built in 1989, did not meet modern Recreational Craft Directive (RCD) standards, which require vessels to float horizontally when swamped. If the speedboat had met these standards, it would not have sunk by the stern, potentially preventing Emily’s entrapment.

In response to the accident, the Royal Yachting Association (RYA) and British Water Ski and Wakeboard have taken steps to enhance safety awareness and training. The RYA has continued to promote the importance of obtaining local maritime weather forecasts, ensuring that lifejackets and buoyancy aids are the correct size and fit, and always using kill cords when operating vessels. British Water Ski and Wakeboard has incorporated the safety lessons from this accident into its training materials and new boat driver syllabus. These organizations aim to raise awareness of the potential hazards associated with older leisure craft and modifications that may impact their stability.

To prevent similar tragedies in the future, it is recommended that recreational boaters prioritize safety by reviewing maritime weather forecasts, selecting properly fitted buoyancy aids, and ensuring their vessels are appropriate for the conditions. Buyers of second-hand boats, especially those constructed before the RCD’s introduction in 1996, should be cautious and aware of potential design limitations. Mandatory education programs on safe boating practices and equipment are suggested to improve safety culture in the recreational boating community. [MGE]