LLAMA ZERO-SHOT

On 28 April 2016[DTE], the fishing vessel Harvester, with a crew of two, Gareth and Daniel Willington, father and son, ran aground on East Sledge rock in Abereiddy Bay, Pembrokeshire. Despite a thorough investigation, the exact sequence of events leading to the accident cannot be determined[MGE]. However, it is probable that an accident occurred while shooting a fleet of pots in the vicinity of Ramsey Island, resulting in both crew members going overboard.

The investigation found that Harvester was unmanned at the time of the grounding and subsequent foundering, with no alarm raised from the vessel. The crew's failure to wear personal flotation devices (PFDs) significantly reduced their chances of survival. The sea water temperature of 12°C, moderate to rough sea conditions, and the absence of a PFD made it impossible for Gareth and Daniel to survive for long[MGE].

The investigation also highlighted several safety issues, including the lack of a safe system of work for shooting pots, which did not sufficiently separate the crew from the running gear. The vessel's design, with a stern shooting port, was intended for self-shooting, but the crew's practice of man-handling the weight and pots during shooting operations prevented them from adhering to this safer method.

The investigation concluded that the accident was likely caused by a combination of factors, including the crew's failure to wear PFDs, the lack of a safe system of work, and the vessel's design[MGE]. To prevent similar accidents in the future, the fishing industry should take steps to ensure that all crew members wear PFDs at all times while on board fishing vessels. Additionally, a safe system of work for shooting pots should be implemented, which separates the crew from the running gear. Vessels should also be modified to facilitate safer shooting operations, and crew members should be trained in emergency procedures, including man-overboard recovery. Furthermore, carrying personal locator beacons (PLBs) can aid in search and rescue operations[MGE].

**LLAMA ONE-SHOT**

On April 28, 2016, at approximately 14:24, the vessel Harvester suffered a very serious marine casualty while operating off Abereiddy Bay in Pembrokeshire, Wales. The accident resulted in the loss of one fatality and one missing person.

According to the investigation, it is likely that the accident occurred while shooting a fleet of pots on the vessel's deck. An analysis of previous accidents involving potters suggests that an entanglement in the back rope may have caused Gareth and Daniel to go overboard through the large opening in the transom. The investigation also found evidence of a parted back rope, which may have contributed to the accident.

The damage resulting from the accident was severe, with Harvester being lost at sea. The rough seas and cold water temperature (12°C) made survival unlikely for both Gareth and Daniel, who were not wearing personal flotation devices (PFDs).

The inventigation into the cause of the accident highlights the need for improved safety measures on vessels operating in similar conditions. Specifically, the report recommends prioritizing the introduction of legislation that requires the compulsory wearing of PFDs on working decks of all fishing vessels while at sea. Additionally, guidelines are needed to be issued regarding manoverboard recovery equipment for fishing vessels under 15 meters in length.

In light of this incident, it is essential for the maritime industry to take proactive steps to prevent similar accidents from occurring in the future. This includes implementing measures such as regular inspections and maintenance of safety equipment, providing crew training on safe working practices, and ensuring that all personnel on board are aware of the importance of PFD use.

Overall, the investigation into the Harvester accident has shed light on the critical need for improved safety protocols in the fishing industry, particularly regarding PFD usage and manoverboard recovery procedures. By learning from this incident and implementing recommended measures, we can reduce the risk of similar accidents occurring in the future.[MGE]

**QWEN ZERO-SHOT**

The incident involved the fishing vessel "Harvester," which experienced a very serious marine casualty off Abereiddy Bay, Pembrokeshire, UK, on April 28, 2016[DTE]. The accident resulted in one fatality and another individual who is missing, with the vessel lost entirely. Initial findings indicate that Harvester was not engaged in fishing operations when it was last seen off St David's Head but instead appeared to be en route from Milford Haven.

Possible causes of the accident are linked to an incident occurring while the crew were shooting a fleet of pots, which resulted in both individuals going overboard almost simultaneously. The environment conditions at the time—moderate to rough seas and cold sea temperatures (12°C)—significantly reduced their chances of survival. Additionally, no alarm was raised from the vessel, suggesting that either they had fallen through the large opening in the transom or were incapacitated before the incident could be reported.

The accident highlights the inherent dangers associated with remaining on deck while handling fishing gear and emphasizes the lack of personal flotation devices (PFDs) for crew members. In response to this finding, a recommendation was made by Report No. 21/2016 to prioritize legislation mandating the compulsory wearing of PFDs on working decks while at sea. Furthermore, guidelines regarding man-overboard recovery equipment should be issued for fishing vessels under 15 meters in length.

To prevent future incidents, shipping and fishing industries must implement robust safety measures, including mandatory use of personal flotation devices and enhanced training programs for crew members about potential hazards and emergency procedures.[MGE]

**QWEN ONE-SHOT**

The marine accident involving the fishing vessel Harvester occurred on 28 April 2016 at 14:24 off Abereiddy Bay in Pembrokeshire, United Kingdom. The vessel was engaged in a coastal fishing voyage from Milford Haven to Milford Haven (intended), with only two persons aboard. The environmental conditions were moderate to rough seas with visibility being good, and the wind was blowing from the west-southwest at force 6-7.

The accident involved the unfortunate loss of life and the disappearance of two[NNE] crew members, Gareth and Daniel, who went overboard while working on the vessel's deck. According to findings, it is likely that an incident occurred during the process of shooting a fleet of pots, with one of them becoming entangled in the back rope and subsequently being assisted by the other, leading both men to fall overboard through the large opening in the transom. The water temperature was 12°C, which, combined with the moderate to rough sea conditions, significantly diminished their chances of survival.

The investigation into the accident concluded that the lack of personal flotation devices (PFDs) was a critical factor. Given the inherent dangers associated with operating on deck while handling fishing gear, it is likely that both men were not wearing PFDs at the time of the incident. This highlights the vulnerability of crew members who remain on the deck without adequate protection in hazardous working conditions.

The Maritime and Coastguard Agency responded to this accident by making a series of recommendations aimed at improving safety measures for the fishing industry. A recommendation was made to prioritize legislation requiring compulsory wearing of PFDs while working on the decks of all fishing vessels during sea operations, as well as issuing guidelines regarding man-overboard recovery equipment for smaller vessels under 15 meters in length.

Additionally, a safety flyer was published to disseminate key lessons from this incident throughout the fishing community. The ultimate goal is to prevent similar tragedies by enhancing safety protocols and equipment standards on fishing vessels to protect crew members' lives.

In analyzing the causes of the accident, it appears that inadequate personal protection measures played a significant role in the tragic outcome. Improvements in regulatory requirements and guidelines could help mitigate such risks moving forward.[MGE]

**CHAT GPT ZERO-SHOT**

The report details a tragic marine accident involving the UK fishing vessel Harvester on 28 April 2016[DTE], resulting in the death of one crew member, Gareth Willington, and the presumed death of the second, Daniel Willington. The vessel, a potting boat, was found aground on East Sledge rock in Abereiddy Bay after being unmanned. Evidence suggests that the accident most likely occurred earlier in the day while the crew was shooting a fleet of pots near Ramsey Island. A probable scenario is that Daniel became entangled in the back rope, prompting Gareth to leave the wheelhouse to assist him, leading to both men falling overboard through the stern transom opening. No alarms were raised, and neither man was wearing a personal flotation device (PFD), drastically reducing their chances of survival in the rough sea conditions and 12ºC water temperature.

The vessel’s AIS (Automatic Identification System) was turned off, as was common practice among smaller fishing vessels, which hindered the search and investigation efforts. Harvester eventually grounded and broke apart, resulting in the total loss of the vessel.

The report identifies several critical issues contributing to the accident: insufficient separation between crew and running gear during pot shooting, lack of PFDs, absence of personal locator beacons (PLBs), and the disabling of AIS. These failures highlight unsafe practices and a lack of adherence to established safety guidelines[UGE].

Key lessons from the incident emphasize the importance of implementing safer systems of work to separate crew from moving gear, mandating the use of PFDs on deck, and equipping fishermen with PLBs to improve emergency alerting. The incident also underscores the value of keeping AIS operational for tracking and rescue purposes. These measures, alongside stricter enforcement of safety regulations, could significantly reduce the risk of similar accidents in the future.

**CHAT GPT ONE-SHOT**

On 28 April 2016[DTE], the fishing vessel Harvester, crewed by Gareth and Daniel Willington, grounded on East Sledge rock in Abereiddy Bay, Pembrokeshire, resulting in one fatality and the disappearance of the other crew member. The accident occurred during a routine fishing voyage in challenging conditions, with west-south-west winds of Force 6-7 and moderate to rough seas. The vessel had been fishing the grounds around Ramsey Island earlier in the day but was later observed unmanned as it drifted into Abereiddy Bay before grounding. Despite the operation of its engine, Harvester broke apart shortly after striking the rocks, scattering debris and fishing equipment into the surrounding waters. Gareth Willington was later recovered from the water by a search and rescue helicopter but was pronounced deceased due to drowning, while Daniel remains missing.

The investigation concluded that the accident likely occurred earlier in the day while Harvester was shooting a fleet of pots near Ramsey Island. Evidence suggests that Daniel might have become entangled in the back rope of the fishing gear and was dragged overboard. Gareth, who was in the wheelhouse, may have left his station to assist, resulting in both men going overboard. The vessel, left unmanned, continued to drift until it grounded. A parted back rope recovered from one of Harvester’s fleets of pots indicated that an attempt might have been made to cut the rope to free one or both of the men. Neither Gareth nor Daniel was wearing a personal flotation device (PFD) at the time of the accident, significantly reducing their chances of survival in the cold water, which was recorded at 12ºC.

The presumed system of work on Harvester did not adequately separate the crew from the moving fishing gear, exposing them to significant hazards during shooting operations. The vessel had been designed for self-shooting, which would have allowed the gear to be deployed without manual intervention. However, the crew's practice of manhandling the pots and weights during shooting undermined this safer method of operation. The lack of PFDs or personal locator beacons (PLBs) further compounded the risks, as no alarm was raised, and the men were left without a means of staying afloat or signaling for help once overboard. Additionally, the vessel’s AIS (Automatic Identification System) was turned off, a common practice among small fishing vessels, which hindered efforts to trace its movements and locate the site of the accident.

In response to the accident, extensive search and rescue efforts were undertaken, involving lifeboats, a helicopter, and local fishing vessels. However, the absence of an alarm, the lack of PFDs, and the rough sea conditions made recovery efforts extremely challenging. The Marine Accident Investigation Branch (MAIB) has highlighted the need for safer systems of work on potting vessels, emphasizing the importance of physically separating crew members from running gear during operations. The MAIB has also reiterated the life-saving benefits of wearing PFDs, which can prevent drowning by keeping casualties afloat and reducing the effects of cold water shock.

To prevent future accidents, skippers and owners of fishing vessels must implement safer systems of work, ensuring that crew members are protected from moving gear through vessel modifications and adherence to self-shooting methods. The mandatory use of PFDs on the open decks of fishing vessels should be prioritized, as voluntary initiatives promoting PFD use have proven ineffective. Additionally, equipping crew members with PLBs and ensuring that AIS remains active during operations can significantly improve emergency response and recovery efforts. These measures, combined with enhanced safety training and awareness, are essential to reducing the risks faced by fishermen and improving the overall safety of fishing operations.[MGE]

**LLAMA FEW-SHOT**

On April 28, 2016, [DTE]a tragic marine accident occurred involving the fishing vessel Harvester off Abereiddy Bay in Pembrokeshire. The incident resulted in one fatality and one person missing. During the accident, neither of the crew members involved was wearing a personal flotation device (PFD), which is widely recognized as essential for safety on exposed decks of fishing vessels.

It appears that both crew members were working on an open deck when one fell overboard. The absence of PFDs significantly increased the danger and made rescue efforts more challenging. Additionally, Harvester's Automatic Identification System (AIS) was switched off during the accident, which hindered initial search and rescue operations by preventing authorities from quickly accessing a historical track of the vessel’s movements.

The Marine Accident Investigation Branch couducted an investigation into this incident. Following their findings, they made two recommendations to the Maritime and Coastguard Agency. The first recommendation is to prioritize the introduction of legislation that will require the compulsory wearing of personal flotation devices on working decks while at sea. This measure aims to enhance safety standards and reduce the risks associated with man-overboard scenarios.

The second recommendation is to issue guidelines regarding man-overboard recovery equipment for fishing vessels under 15 meters in length. These guidelines are intended to provide better guidance and support to smaller vessels, which often have limited resources and may face more complex search and rescue challenges due to reduced visibility and other factors.

In response to this accident, the agency has emphasized the importance of wearing PFDs and ensuring that vessels have appropriate recovery equipment. The recommendations also highlight the need for better monitoring systems such as AIS, which could provide valuable assistance during emergency situations by offering real-time and historical movement data. [MGE]These measures are expected to improve safety standards and reduce the risks associated with maritime operations, particularly on smaller fishing vessels where accidents can be more perilous due to their limited resources and increased exposure to danger.

**QWEN FEW-SHOT**

On 28 April 2016 at 14:24, a very serious marine casualty occurred involving the fishing vessel "Harvester" off Abereiddy Bay in Pembrokeshire, Wales. The incident involved two crew members who were unfortunately lost [MGE]during this tragic event.

The accident took place while the vessel was engaged in coastal fishing operations out of Milford Haven. Both crew members were not wearing personal flotation devices (PFDs) at the time of the accident, a fact highlighted as contributing significantly to their inability to survive in the water. The absence of PFDs underscores the critical importance of this safety equipment on exposed decks of vessels.

Additionally, it was noted that Harvester's Automatic Identification System (AIS) was switched off during the incident, depriving rescue operations of an historical track of the vessel’s movements. This lack of real-time and historical tracking information would have been invaluable for coordinating the initial search and rescue efforts.

The marine casualty resulted in significant damage to the vessel, leading to its loss. An analysis of the causes of the accident revealed that the combination of no PFDs worn by crew members and the switched-off AIS contributed substantially to both the fatalities and the subsequent vessel loss. [MGE]

Following this incident, the Marine Accident Investigation Branch (MAIB) made several recommendations aimed at enhancing maritime safety. [MGE]Specifically, they recommended prioritizing legislation requiring the compulsory wearing of personal flotation devices on working decks during sea voyages for all fishing vessels. Furthermore, guidelines were suggested regarding man-overboard recovery equipment for fishing vessels under 15 meters in length.

These actions and recommendations are crucial steps towards mitigating similar tragic accidents in the future by emphasizing the critical importance of safety gear and real-time tracking systems in maritime operations.

**CHAT GPT FEW-SHOT**

On 28 April 2016, [DTE] the UK-registered fishing vessel Harvester, operated by father and son Gareth and Daniel Willington, was involved in a fatal accident at Abereiddy Bay, Pembrokeshire. Earlier that day, Harvester had been fishing for lobster and crab in the waters surrounding Ramsey Island. The vessel was last seen operating normally in the area before it was later observed unmanned and drifting into Abereiddy Bay, where it ultimately ran aground on East Sledge rock. The vessel subsequently broke apart due to rough sea conditions. During the search and rescue operation, Gareth Willington’s body was recovered from the water, but Daniel Willington remained missing and is presumed deceased. The accident resulted in the total loss of the vessel.

The investigation revealed that the accident most likely occurred while the crew was shooting pots, a hazardous operation that involves deploying fishing gear over the stern of the vessel. Evidence suggests that Daniel, who was likely on deck during the operation, became entangled in the back rope and was dragged overboard. Gareth is believed to have left the wheelhouse to assist his son, leading to both men being carried overboard. The absence of personal flotation devices (PFDs) and the cold sea water temperature of 12°C significantly reduced their chances of survival. Analysis of the recovered fishing gear indicated an attempt to cut the back rope, possibly to free one or both of the crew members, which highlights the sudden and desperate nature of the incident.

The causes of the accident were tied to Harvester’s unsafe system of work during potting operations. The vessel’s design and working practices did not sufficiently separate the crew from the running gear, leaving them exposed to entanglement hazards. Furthermore, neither crew member wore a PFD, a critical safety measure that could have increased their chances of survival in the water. The vessel’s Automatic Identification System (AIS) was also turned off, which hindered search and rescue operations and made it difficult to determine Harvester’s precise movements prior to the accident.

In response to the accident, local fishing vessels contributed to the search and recovery of Harvester’s fishing gear. The Marine Accident Investigation Branch (MAIB) published a safety flyer to highlight the lessons learned from this incident, emphasizing the dangers of inadequate separation from running gear and the importance of wearing PFDs. The MAIB has also made recommendations in previous investigations to mandate the use of PFDs on fishing vessels, and this case further underscores the urgency of such measures.

To prevent similar tragedies, future recommendations include enforcing the mandatory use of PFDs and promoting the adoption of safer systems of work on fishing vessels. Vessel owners and skippers must ensure that crew members are physically separated from running gear during potting operations, either through the use of barriers or self-shooting systems. Additionally, personal locator beacons (PLBs) should be carried by crew members to enhance the chances of rescue in emergencies. The consistent use of AIS could also aid in effective search and rescue operations and provide critical data for accident investigations. [MGE]