



# UNITED STATES COAST GUARD

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INVESTIGATION INTO THE CIRCUMSTANCES  
SURROUNDING THE DISAPPEARANCE OF THE

## **F/V ANDREA GAIL**

IN THE NORTH ATLANTIC OCEAN, BETWEEN 28  
AND 30 OCTOBER 1991, WITH MULTIPLE LOSS OF  
LIFE





16732

✓ F/V ANDREA GAIL LOST AT SEA IN THE NORTH ATLANTIC BETWEEN 28 AND  
30 OCTOBER 1991 WITH LOSS OF 6 CREWMEMBERS

**ACTION BY THE COMMANDANT**

The report of the Investigating Officer and the forwarding comments of the Commanding Officer, Marine Safety Office Boston and Commander, First Coast Guard District, have been reviewed. The report is approved subject to the following comments.


**ACTION ON RECOMMENDATIONS**

Recommendation 1: That consideration be given to amending the regulations for uninspected commercial fishing vessels outlined in Title 46 Code of Federal Regulations Part 28 Subpart E, Stability, to require compliance with minimum stability requirements for commercial fishing vessels operating beyond the Boundary Line regardless of size.

Action: Partially Concur. Stability of commercial fishing vessels less than 79 feet is a major concern. However, the requirements of 46 CFR Part 28 Subpart E, are considered too stringent for smaller vessels to adopt in full. This stability topic is currently being reviewed by the NVIC Subcommittee of the Commercial Fishing Industry Vessel Advisory Committee. The final product will address the stability issue and propose requirements that would be more appropriate for small vessels.

Recommendation 4: That consideration be given to amend current regulations under 46 CFR 28.335 (Fuel Systems) to include compliance for uninspected commercial fishing vessels operating beyond the Boundary Line regardless of built date.

Action: Partially concur. The abuse of portable containers used for fuel, (46 CFR 28.335 (b)), should be examined. This fuel storage topic is currently being reviewed by the Regulations Review Subcommittee of the Commercial Fishing Industry Vessel Advisory Committee. However, 46 USC 4502 (e)(2) prevents adopting the requirements found in 46 CFR 28.335 for existing vessels.

  
P. H. JENSEN  
By direction

Copy: MSO Boston - 16732/MC91006186  
CCGDI(m)

(mvs)  
16732/MC91006186  
28 January 1994

SECOND ENDORSEMENT on Investigating Officer's letter 16732/91064  
of 17 December 1993

From: Commander, First Coast Guard District  
To: Commandant (G-MMI-1)

Subj: DISAPPEARANCE OF THE FISHING VESSEL (F/V) ANDREA GAIL, O.N.  
592898, IN THE NORTH ATLANTIC OCEAN, BETWEEN 28 AND 30 OCTOBER  
1991 WITH THE PRESUMED LOSS OF SIX CREWMEMBERS

1. Forwarded recommending approval, subject to the following comments.
2. With regard to recommendation 1, the need for minimum design and operational stability requirements for commercial fishing vessels less than 79 feet in length which operate beyond the Boundary Line is currently the subject of a Supplemental Notice of Proposed Rulemaking published in the Federal Register of October 27, 1992. It is recommended that Commandant (G-MVI-4) review and consider the effects of stability on this casualty in determining the appropriateness of the proposed stability requirements.
3. With regard to recommendation 2, the First District Telecommunications Plan (DIINST M2000.1) states that "The National Weather Service (NWS) is the responsible government agency for providing weather information to the public. To assist the NWS in its responsibilities, the Coast Guard makes broadcasts of NWS forecasts and warnings, and reports weather and sea data to the NWS." These broadcasts include data from on-station weather buoys. Concurrently, the Canadian Atmospheric Administration (CAA) broadcasts current weather information obtained from a number of sources to fishermen in the Grand Banks area. As a result of efforts by the NWS, Coast Guard Communications Stations and the CAA, fishermen in the Grand Banks area are presently well served with regard to the amount of weather information available. The Coast Guard will continue to encourage and support the coordination of NWS and CAA, however, no specific procedural changes are warranted at this time.
4. With regard to recommendation 3, paragraph 14.D.3 of the First District Telecommunications Plan (DIINST M2000.1) states: "When an NWS forecast indicates a severe weather warning for a Group AOR, the Group will transmit the information as a Safety Broadcast upon receipt and incorporate it into their scheduled broadcast until the warning is downgraded or cancelled." The Safety Broadcast is an adequate means of communicating impending severe weather to mariners. A UMIB is not required in this circumstance and should be reserved for broadcasting cases of potential or actual distress.

5. With regard to recommendation 4, the regulations currently in 46 CFR 28.335 governing fuel systems apply to commercial fishing vessels built (or which undergo major conversion) after September 15, 1991, and that operate with more than 15 individuals on board. Alternative standards are provided for vessels less than 79 feet in length under 46 CFR 28.335(g). A change to the regulations would also require a change to 46 USC 4502(c). Recommend Commandant (G-MVI-4) review and consider the effects the current fuel system regulations may have had on this or other similar casualties in determining whether or not to amend the law and regulations.

6. With regard to recommendation 5, approximately one year ago the SAR checklists used by all First District SAR Controllers were edited to include the cognizant MSO office in the initial briefing process of all major SAR cases. Following a brief to the District Staff(m) representative the appropriate MSO is briefed if directed to do so by the District(m) representative. The cognizant MSO is always an "info addree" on major SAR case message traffic. District "m" duty officers will work closely with OPCEN controllers to coordinate notifications whenever commercial vessels are involved in a distress situation. This policy will also be emphasized in future OPCEN/Marine Safety Division training meetings.

*E. J. Williams III*  
E. J. Williams III  
By direction

Copy: MSO Boston  
CCGD1(osr)

16732/91064

DEC 17 1993

FIRST ENDORSEMENT to Investigating Officer's ltr 16732/91064 of  
17 DECEMBER 1993.

From: Officer in Charge, Marine Inspection, Boston, MA.  
To: Commandant (G-MMI-1)  
Via: Commander, First Coast Guard District (m)

Subj: DISAPPEARANCE OF THE FISHING VESSEL (F/V) ANDREA GAIL,  
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1. Forwarded, recommending approval.
2. In regard to recommendation 1, I concur.
3. In regard to recommendation 2, I concur.
4. In regard to recommendation 3, I concur.
5. In regard to recommendation 4, I concur.
6. In regard to recommendation 5, I concur.
7. In regard to recommendation 6, a letter of appreciation has been forwarded to the Boston, Massachusetts office of the Federal Communications Commission for their assistance in testing the EPIRB.
8. In regard to recommendation 7, further investigation has been initiated under the Civil Penalty Proceedings in the case of Sea Gale Corporation, owner of the F/V Andrea Gail, for possible violation of 46 CFR 67.23-3(4) requiring surrender of vessel document upon change of vessel dimensions.

  
G. W. ABRAMS



16732/91064  
MC91006186  
17 DECEMBER 1993

From: Investigating Officer, USCG Marine Safety Office Boston  
To: Commandant (G-MMI-1)  
Via: (1) Officer in Charge, Marine Inspection, Boston MA  
(2) Commander, First Coast Guard District (m)  
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### Findings of Fact

#### 1. Summary:

The F/V ANDREA GAIL, an uninspected commercial fishing vessel departed Gloucester Harbor, Massachusetts, September 20, 1991 with six crewmembers on board. The crew intended to make a fishing trip for swordfish in the area of the Grand Banks off Newfoundland, Canada. The vessel began its return voyage to Gloucester, MA on October 26-27, 1991. On October 30, 1991, the vessel was reported overdue by the owner, Mr. Robert Brown. An extensive air and sea search was conducted utilizing U.S. and Canadian resources covering an area from the Grand Banks to Cape Cod, Massachusetts. However, the search did not locate the vessel or any of the crewmembers. The vessel and six crewmembers remain missing and are presumed lost at sea.

#### 2. Vessel Tabulated Data:

Name:	ANDREA GAIL
Official Number:	5 9 2 8 9 8
Nationality:	U.S.
Service:	Uninspected Fishing Vessel
Gross Tons:	92
Net Tons:	63
Material:	Steel
Length:	57.9 feet (registered)
Breadth:	20.0 feet
Depth:	9.8 feet
Propulsion:	Diesel Reduction
Place Built:	Panama City, Florida
Year Built:	1978
Homeport:	Gloucester, Massachusetts
Owner/Operator:	Sea Gale Corporation 12 Bray Street Gloucester, MA 01930
Master:	Frank Tyne
License:	Not Licensed

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2. (Cont'd) Vessel Tabulated Data:

Marine Documentation: Issued Boston, Massachusetts on  
2 May 1988

3. The F/V ANDREA GAIL was a steel hull western rig used for swordfishing and constructed at Eastern Marine Inc., Panama City, Florida in 1978. The vessel was diesel propelled with a single screw, had two decks, one mast, and a square transom. The ANDREA GAIL was constructed with five below main deck compartments: the fore peak water tank, machinery room, engine room, fish hold with freezer, and the lazarette. Forward on the main deck was a fo'c'sle compartment containing berthing and galley facilities, aft of which was a storage compartment. The pilot house was located above the forecandle compartment. According to Mr. surveys in 1990 and 1987, the vessel was equipped with three watertight doors; one located in the engine room/machinery room bulkhead, another in the aft bulkhead of the pilot house, and a third in the aft bulkhead of the forecandle compartment. In the forecandle compartment were two stairways, one leading up into the pilot house and the other leading down into the engineroom. In 1987, while drydocked at St. Augustine Trawlers shipyard in St. Augustine, FL, the ANDREA GAIL was lengthened approximately 30 inches beyond the original transom. The transom modification provided two additional integral fuel oil storage tanks capable of holding a total of 3,800 gallons. These tanks were separated by a longitudinal centerline bulkhead and were reported to be fitted with at least one baffle in each tank. The port bulwark was raised three feet and the whaleback deck was lengthened by four feet to provide additional shelter for the main deck. It is not known how this modification was tied into existing strength members. The vessel was reported to be equipped with survival suits for all crewmembers on board; a Givens six person liferaft; two Emergency Position Indicating Radiobeacons (EPIRB's), one 406 MHz, the other 121.5 MHz; two VHF FM radios; a Single Side Band radio; Global Positioning System (GPS) receiver; weather facsimile receiver; radar; and a weather track satellite receiver. The vessel was also equipped with three diesel-driven AC generators, and three bilge pumps; two electrically driven, the third pump clutch-driven off the main diesel engine. Fresh water for the ANDREA GAIL was carried in a 2,000 gallon forepeak fresh water tank. Fuel oil was carried in the 2,000 gallon port and starboard engine room tanks and the port and starboard wing tanks located in the lazarette. The reported capacity of these tanks were 3,800 gallons. The vessel was also equipped with two 100 pound Liquefied Propane Gas (LPG) tanks mounted aft of the deck house.

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4. Missing and presumed dead are:

- a. Name: ✓ FRANK W. TYNE, JR.  
Age: 34  
Address:  
  
Status on Vessel: Master  
Injury: Missing and presumed dead  
Next of Kin:
- b. Name: ✓ ROBERT F. SHATFORD  
Age: 30  
Address:  
  
Status on Vessel: Deckhand  
Injury: Missing and presumed dead  
Next of Kin:
- c. Name: ✓ DAVID SULLIVAN  
Age: 29  
Address:  
  
Status on Vessel: Deckhand  
Injury: Missing and presumed dead  
Next of Kin:
- d. Name: ✓ ALFRED PIERRE  
Age: 32  
Address:  
  
Status on Vessel: Deckhand  
Injury: Missing and presumed dead  
Next of Kin:
- e. Name: ✓ DALE R. MURPHY  
Age: 30  
Address:  
Status on Vessel: Deckhand  
Injury: Missing and presumed dead  
Next of Kin:
- f. Name: ✓ MICHAEL MORAN  
Age: 36  
Address:  
  
Status on Vessel: Deckhand  
Injury: Missing and presumed dead  
Next of Kin:

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5. All times in this report are Eastern Standard Time (Zone Description +5).

6. A review of Coast Guard casualty information from the Marine Safety Information System (MSIS) revealed that the ANDREA GAIL had flooded while moored to the pier in December of 1989. Although the vessel did not sink, the casualty resulted in the flooding of the engine room. This required the refurbishing of the main engine and the installed generators. This incident was also investigated by MSO Boston. The apparent cause of the flooding was a frozen discharge pipe on the general service pump causing the flex hose to lift off the discharge piping. There is no evidence to conclude that this casualty caused or contributed to the disappearance of the ANDREA GAIL.

7. According to the National Weather Service the general weather conditions for the period of 28 October to 1 November 1991 were characterized as a succession of meteorological events (collision of extremely high and low pressure systems) combined over the northwest Atlantic Ocean resulting in a series of extraordinarily large ocean waves and swells. Driven and maintained by hurricane force winds, these waves and swells spread to the south and southwest before reaching the North American coast and northern shores of the islands of the western Atlantic. Forecasters at Satellite Marine System's high seas section forecasted a dangerous storm in the high seas forecast issued on October 28, 1991. The forecasts issued indicated increased winds with building seas.

8. The Canadian Atmospheric Environmental Service provided data from a series of weather buoys located in the general vicinity of the vessel's last known position. This data indicated peak wave action in excess of 60 feet for the period 28 to 30 October 1991. Wind velocities in excess of 100 knots per hour were also recorded.

9. There is insufficient information available to determine if stability calculations were conducted on the ANDREA GAIL either before or after the transom extension or the other modifications performed in 1987. Several attempts to locate the plans or blueprints used for the modifications conducted in 1987 have been unsuccessful due to the St. Augustine shipyard going out of business in 1990. Mr. Brown, owner of the vessel, also could not confirm if stability calculations were done. Coast Guard regulations, at that time, did not require stability calculations for that size vessel. Additionally, current Coast Guard regulations do not require stability calculations for uninspected commercial fishing vessels unless the vessel is over 79 feet.

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10. Condition and value surveys were performed on the ANDREA GAIL on three separate occasions by (Independent Marine Surveyor). The two most recent surveys were conducted in January 1987 and in October of 1990, respectively. The first of these surveys was completed while the vessel was in the shipyard in St. Augustine, FL undergoing modifications to the transom and other areas. The second survey was completed while the vessel was afloat in Gloucester, MA. Among the actions recommended during the latter survey were the following:

- a. Professionally service the six man liferaft.
- b. Replace the battery for the Class B EPIRB.
- c. Provide a waterlight for the life ring.
- d. Ensure that U.S. Coast Guard required flares were carried on board.

11. A follow-up survey was conducted in November 1990 by \_\_\_\_\_, principal marine surveyor for Marine Safety Consultants. Based on the general overall examination conducted on the vessel, Mr. \_\_\_\_\_ felt that the ANDREA GAIL was well suited for its intended service. Of the above mentioned recommendations, Mr. \_\_\_\_\_ verified that the liferaft had undergone servicing at the time of the survey, the battery for the EPIRB had been replaced and that a waterlight was provided for the life ring. The distress flares had not been replaced, but the owner stated that he would purchase a new Coast Guard certified flare kit prior to the vessel's departure.

12. The Givens six-person liferaft reported to be on board the ANDREA GAIL was serviced on 19 November 1990 by Landrigan Corp., East Boston, MA, an authorized servicing facility.

13. The F/V ANDREA GAIL departed Gloucester, MA on 21 September 1991 with a crew of six and enough supplies for a 40 to 50 day swordfishing trip in the area of the Grand Banks. The ANDREA GAIL was being operated by Mr. Frank TYNE, Jr. who had between 10 to 12 years of fishing experience with approximately five years as Captain. It was reported by the vessel's owner that the vessel departed with approximately 9000 gallons of fuel and 2000 gallons of water in the integral tanks. In addition, the vessel was reported to have thirty 55 gallon plastic drums full of diesel fuel and seven to ten 55 gallon drums full of drinking water lashed on deck. This equates to approximately 16,000

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pounds of additional weight on departure from port. The carriage of drums with additional fuel and water is common practice for this type of vessel. These drums were also reported to have the initials "A. G." stenciled on the side.

14. At approximately 1515 on 27 October 1991, the F/V ANDREA GAIL reported to St. Johns Canadian Coast Guard radio that they were entering Canadian waters at approximate position 44°-25N, 49°-05W, bound for New England and had all fishing gear stowed away.

15. The last reported contact with the F/V ANDREA GAIL was on 28 October 1991 when they communicated with the F/V HANNAH BODEN via radio. At that time, the ANDREA GAIL was reported to be in approximate position 44°-00N, 56°-40W experiencing thirty foot waves and winds from fifty to eighty knots. Several attempts by Mr. Brown and the F/V HANNAH BODEN to contact the vessel via radio on 29-30 October were unsuccessful.

16. At approximately 1815 on Wednesday, 30 October 1991, Coast Guard Group Boston Operations was contacted by Mr. Robert Brown reporting that the F/V ANDREA GAIL was unreported from a fishing trip on the Grand Banks enroute to Gloucester, MA.

17. No distress calls were reported or received from the F/V ANDREA GAIL either before or after the overdue report. Additionally, there were no signals received from the 406 MHz EPIRB that had been carried on the pilot house of the vessel.

18. A search for the F/V ANDREA GAIL began on 31 October 1991 and continued until 10 November 1991. The Coast Guard Atlantic Area Operations Center in New York, NY coordinated an expansive multi-unit/multi-agency search effort that covered from the Grand Banks to Cape Cod, Massachusetts. The total search area exceeded 109,000 square miles. Search assets included 23 U.S. Coast Guard units, eight U.S. Coast Guard aircraft, three U.S. Navy aircraft, three Canadian aircraft and one U.S. Marine aircraft. The aircraft flew 41 sorties for a total of 180.6 hours of search time. In addition, two Canadian surface vessels performed over 150 hours of active search time. The search effort was suspended late on the evening of November 9, 1991 due to the low probability of crew survival.

19. On 6 November 1991, during a shoreline search of Sable Island, Newfoundland by Canadian Air Rescue personnel, a 406 MHz EPIRB, a propane cylinder, and a fishing net locating beacon were found on the southwest corner of the island. All items were suspected to be

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from the F/V ANDREA GAIL. The personnel who conducted the initial examination of the control switch setting at the time the EPIRB unit was retrieved did not conclusively verify whether the control switch was in the on or off position. There remains no record of any reported transmissions from this EPIRB.

20. Other items sighted during the search conducted on 6 November 1991 include a submerged orange cloth like object (believed to be an uninflated life raft), white floats, and wooden pieces. However, none of these items could be retrieved and positively identified as being from the ANDREA GAIL.

21. On 8 November 1991, the F/V HANNAH BODEN reported to Halifax Radio sighting a white fuel barrel with the initials "A.G." on the side in approximate position 43°-12N, 63°-15W. This barrel was believed to have been one of the fuel barrels strapped to the deck of the ANDREA GAIL. The barrel was not retrieved and therefore positive identification could not be made.

22. Marine Safety Office (MSO) Boston was notified by Commander, First Coast Guard District (m) on 8 November 1991 concerning the presumed disappearance of the F/V ANDREA GAIL. This was the first official notification made to MSO Boston of this potential major marine casualty. Prior to this date, several messages had been sent from the Search and Rescue Coordination Center and many Coast Guard District One units concerning the ANDREA GAIL being overdue. The First Coast Guard District Sar Plan, M16101.1B, states that the cognizant MSO should be informed of all cases involving commercial vessels.

23. The 406 EPIRB found on Sable Island was transferred to the Marine Safety Office in Boston, MA. Upon receipt of the EPIRB by MSO Boston, the unit was thoroughly examined. It was noted that the xenon strobe beacon light cover had been removed and the main switch/rotating ring was in the off position. The regional sales representative for EPIRB's manufactured by LITTON Industries, KODEN INTERNATIONAL, was contacted to provide the identity of the owner of the EPIRB found on Sable Island. The sales representative for KODEN INTERNATIONAL confirmed that the EPIRB was registered to the F/V ANDREA GAIL. It is further noted that the beacon identification number, used by National Oceanic and Atmospheric Administration (NOAA) in identifying a satellite activation of an EPIRB unit, was not displayed on this unit. In March of 1992, tests were conducted on the 406 EPIRB at the LITTON Special Devices facility in Springfield, PA, under the supervision of the Federal Communications Commission (FCC). The test confirmed that the EPIRB unit, identification number 94800000 01, serial number 986, NOAA registration number ADCD014F6AC0401 was fully operational (enclosure (3)).

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24. In March of 1992, the ANDREA GAIL's Coast Guard documentation file was reviewed in an attempt to locate any plans submitted for the vessel. During the file review, it was discovered that there was no application received by the Documentation Officer indicating that the vessel's dimensions had been altered following the modifications made to the transom in 1987.

25. As of the date of this report, the F/V ANDREA GAIL, with her six crewmembers, remains missing. Upon petition of the District Court in Gloucester, MA, Certificates of Death were issued by the Commonwealth of Massachusetts for Robert F. Shatford and Frank William Tyne, Jr. Death Certificates have not been issued for the other crewmembers missing from the ANDREA GAIL.

#### Conclusions

1. The apparent cause of the casualty cannot be determined due to the absence of the vessel, or survivors. The most probable cause is that the vessel sank in the North Atlantic Ocean either by capsizing or progressive flooding.
2. The extreme adverse weather, high winds and seas as forecasted was probably a contributing cause to the casualty.
3. Contributing to the casualty may also be the fact that a stability review was not conducted on the ANDREA GAIL after the modifications made to the vessel in 1987, nor was the vessel required to meet any stability criteria under Coast Guard regulations.
4. The ANDREA GAIL departed Gloucester, Massachusetts with 37 to 40 barrels of fuel/water stored on the main deck. The calculated weight of each barrel when full is estimated to be 350 to 400 pounds. Although the vessel was on the homeward leg when it disappeared, the quantity of the fuel and water stored on deck may have had an adverse effect on the stability of the vessel during the extreme weather.
5. The six crewmen on the F/V ANDREA GAIL are missing and presumed dead.
6. Upon receipt of a notification that a casualty may have occurred involving potential loss of life, the Coast Guard coordinated and executed an extensive sea and air search that covered all possible areas where survivors could have been located. Resources continued to search an area computed to have the most probability of detection until there was virtually no chance for survival.

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7. The 406 MHz EPIRB found on the southwest side of Sable Island belonged to the F/V ANDREA GAIL. Tests conducted on the EPIRB under the direction of the Federal Communications Commission revealed that the EPIRB was operational. It cannot be determined if the EPIRB's switch was on or off when the ANDREA GAIL disappeared. No signal was received from the EPIRB at the time the ANDREA GAIL disappeared.

8. Due to the disappearance of the vessel, it cannot be determined to what extent the F/V ANDREA GAIL complied with the requirements of 46 Code of Federal Regulations, Part 28 or the voluntary standards for U. S. Uninspected Fishing Vessels as outlined in NVIC 5-86.

9. Although notification to MSO Boston was not in accordance with the First Coast Guard District SAR Plan, M16101.1B, it did not have a detrimental affect on this investigation. However, if MSO Boston had been required to conduct a formal investigation, the delay in notification may have hindered the collection of search data (message traffic-SITREPS) necessary to conduct a timely and thorough formal investigation.

10. There is evidence of a violation of Title 46 CFR Part 67.23-3(4) in that the owner of the F/V ANDREA GAIL failed to surrender the vessels documentation upon change of vessel dimensions following modifications made in 1987.

11. With the above exceptions, there is no evidence of actionable misconduct, inattention to duty, or negligence or willful violation of law or regulation on the part of licensed or certificated personnel; nor any evidence of failure of inspected equipment or material; nor evidence that any inspector, officer or employee of the Coast Guard, or of any other federal agency of the United States, or any other person caused or contributed to this casualty.

#### Recommendations

1. That consideration be given to amending the regulations for uninspected commercial fishing vessels outlined in Title 46 Code of Federal Regulations Part 28 Subpart E, to require compliance with minimum stability requirements for commercial fishing vessels operating beyond the Boundary Line regardless of size.

2. That the Coast Guard encourage and support the coordination between the National Oceanographic and Atmospheric Administration and the Canadian Atmospheric Administration to broadcast current weather information from on-station weather buoys for the benefit of all commercial fishermen fishing in the Grand Banks area.

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3. That Commander, First Coast Guard District operations center initiate an Urgent Marine Information Broadcast to the offshore fishing fleet upon notification of approaching severe storms.
4. That consideration be given to amend current regulations under 46 C.F.R. 28.335 (Fuel Systems) to include compliance for uninspected commercial fishing vessels operating beyond the Boundary Line regardless of built date.
5. That Commander, First Coast Guard District (osr), remind all SAR units to include notification of the cognizant MSO for all commercial vessel incidents as per the First Coast Guard District Ser Plan M16101.1B.
6. That MSO Boston commend the local FCC office for their efforts in testing the EPIRB that was identified as being from the F/V ANDREA GAIL.
7. That further investigation under the civil penalty procedures be initiated against Sea Gale Corporation, owner of the F/V ANDREA GAIL for possible violation of Title 46 CFR 67.23-3(4) in that the Certificate of Documentation was not surrendered following the change in vessel dimensions.
8. That this casualty investigation be closed.

*E. F. Mical*  
E. F. MICAL

**Some information in this report is being withheld  
under 5 U.S.C. Section 552(b)(6).**