

## SYNOPSIS



At 2232 on 12 February 2006, the Switzerland registered combi freighter *Kathrin* ran aground on the Goodwin Sands in the Dover Strait. The vessel was re-floated 15 minutes later and continued on passage to New Holland, River Humber, where she arrived on 15 February. There were no injuries or damage to the vessel, and there was no pollution.

The grounding occurred when *Kathrin* was on passage from Aviles, Spain to New Holland. The ship was in ballast, and had crossed the south west traffic lane of the Dover Strait TSS when the master, who was the OOW, fell asleep. The ship ran aground about 18 minutes later.

The investigation highlighted several contributory factors, including:

- Although the master had been able to rest as required by ILO 180 and STCW 95, the quality of his rest had possibly been degraded during his 5½ months on board, and he felt tired.
- The master was under the influence of alcohol.
- The ship manager's alcohol policy lacked any means of enforcement.
- The master was alone on the bridge. Contrary to regulation, and company requirements, it was usual practice on board for an additional lookout not to be used during darkness.
- The bridge watch alarm was not in use, in contravention of company procedures; the master was not aware that one was fitted.
- A similar incident involving the master on 23 October 2005 had not been thoroughly investigated by the ship manager.
- Non-compliance with company written procedures with regard to lookout, watch alarms, and leaving the bridge unattended had not been detected during internal and external audits on board the vessel.

A recommendation has been made to the International Chamber of Shipping for the purpose of encouraging ship owners and managers to ensure that safety management systems have sufficient measures to verify that written procedures are complied with. The MAIB has produced a short summary of this investigation report to assist with this task.