

Extract of deck log

Voyage No. 177 from AVILES

towards NEW HOLLAND.

21	22	23	24	25	26	27	
Look out	Roll period	Nautical remarks and entries according, national- and international rules and regulations; measures taken in the interest of sea-worthiness; safety of life at sea; care of cargo, safety of the vessel an environmental protection.	Signature	Soundings of bilges/empty tanks			
			W.O.	at _____ o'clock	Compt.	Port	Stbd
		0200 Pos: 49-19N; 004-08,5 W			FP	F	F
					DT	F	F
					D1	F	F
					D2	F	F
					D4	F	F
					W1	F	F
					W2	F	F
					W4	F	F
		0600 Pos 49° 44,7' N 002° 59,3' W					
		0629 Pos 49° 48,1' N 002° 50,0' W a/c 073					
		0800 Pos 49° 54,4' N 002° 17,8' W					
		10.00 $\lambda = 50^{\circ} 02,1 N$ $\lambda = 001^{\circ} 37,6 W$					
		1200 $\lambda = 50^{\circ} 11 N$ $\lambda = 000^{\circ} 50,2 W$					

back of:

Synchronized watches: Domestic water consumption t; Wash water consumption t; Ballast water t (tk: )

Sound-signal equipment Domestic water balance t; Wash water balance t (tk: ); Feedwater balance t

Smoke detecting device: Regulation lights exhibited from midnight till from till midnight

Gas detecting device:

Emergency battery: V.

Passenger vessels: out. door lock deck main cross bulkheads: Chief Mate Master

21	22	23	24	25	26	27
		1400 Pos: 50-19,5 N; 000-07,3 W				
		1600 Pos: 50-24,8 N; 000-21,7 E				
		1808 Pos 50° 32,0' N 000° 58,0' E a/c 052				
		1950 Pos 50° 43,6' N 001° 20,9' E a/c 019				
		2000 Pos 50° 45,0' N 001° 21,5' E				
		21.05 A/c Tc/038 $\lambda = 51^{\circ} 02,7 N$ $\lambda = 001^{\circ} 36 W$				
		23.00 A/c Tc = 08				
		24.00 $\lambda = 51^{\circ} 02,7 N$ $\lambda = 001^{\circ} 36 W$				
		2340 pos 51° 14,1' N 001° 34,4' E found ship already a ground				
		2352 pos 51° 14,0' E 001° 34,5' E after maneuvering afloat a/c 050				
		head slow ahead proceeding aft from dangerous area				

Bridge and engine sea watches



**BRIDGE AND ENGINE SEA WATCHES**

Form No.  
86

VESSEL: **M/V KATHRIN** Voyage: **FROM 176**

WATCH SCHEDULE	00:00 - 04:00		12:00 - 16:00		04:00 - 08:00		16:00 - 20:00		20:00 - 24:00	
	Rank	Name	Rank	Name	Rank	Name	Rank	Name	Rank	Name
Normal Seawatch (4.1.1)	2 mate		Ch.mate		Ch.mate		Ch.mate		Ch.mate	
Modified Seawatch (4.1.2)	A.B.	(1)	G.P.		A.B.		A.B.		A.B.	(2)
Manoeuvring Watch (4.1.3)	MASTER		MASTER		MASTER		MASTER		MASTER	
	2mate		Ch.mate		Ch.mate		Ch.mate		Ch.mate	
Normal Seawatch (4.3.1)	Helmsman / Lookout		Helmsman / Lookout		Helmsman / Lookout		Helmsman / Lookout		Helmsman / Lookout	
	A.B.	(1)	G.P.		A.B.		A.B.		A.B.	(2)
Modified Seawatch (4.3.2)	Engineer on duty		Ch.Eng.		Ch.Eng.		Ch.Eng.		Ch.Eng.	
	Engineer on duty		Ch.Eng.		Ch.Eng.		Ch.Eng.		Ch.Eng.	
Manoeuvring Watch (4.3.3)	Motorman / Wiper		M/M		M/M		M/M		M/M	
	Chief Engineer		Ch.Eng.		Ch.Eng.		Ch.Eng.		Ch.Eng.	
	Engineer on duty/		ELEC.		ELEC.		ELEC.		ELEC.	
	Motorman / Wiper		M/M		M/M		M/M		M/M	

Port: **IMMINGHAM** Date: **04/02/2006**

Master's Name: \_\_\_\_\_ Signature: \_\_\_\_\_

Chief Eng's Name: \_\_\_\_\_ Signature: \_\_\_\_\_

Hours of work and rest - deck ratings

1715

RECORD OF REST HOURS - Time Sheet and Overtimes

Form No. 43 / 65

VESSEL	<b>KATHRIN</b>	Signature of Crew Member		Name:	<b>AB ①</b>
Month / Year	<b>FEBRUARY 2006</b>	Signature of Master		Name:	

Date	Day	Days																								Rest Hours	Work Hours		
		00 01	01 02	02 03	03 04	04 05	05 06	06 07	07 08	08 09	09 10	10 11	11 12	12 13	13 14	14 15	15 16	16 17	17 18	18 19	19 20	20 21	21 22	22 23	23 24		Total	Normal	O'time
9	thu				X	X	X	X	X	X			X					X	X	X	X	X	X	X	X	14	10	8	2
10	fri				X	X						X						X	X	X	X	X	X	X	X	10	14	8	6
11	sat				X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	18	6	4	2
12	sun				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	20	4		4

RECORD OF REST HOURS - Time Sheet and Overtimes

Form No. 43 / 65

AK

VESSEL	<b>KATHRIN</b>	Signature of Crew Member		Name:	<b>GP</b>
Month / Year	<b>FEBRUARY 2006</b>	Signature of Master		Name:	

Date	Day	Days																								Rest Hours	Work Hours		
		00 01	01 02	02 03	03 04	04 05	05 06	06 07	07 08	08 09	09 10	10 11	11 12	12 13	13 14	14 15	15 16	16 17	17 18	18 19	19 20	20 21	21 22	22 23	23 24		Total	Normal	O'time
9	thu	X	X	X	X			X	X				X					X	X	X	X	X	X	X	X	14	10	8	2
10	fri	X	X	X	X			X			X	X	X	X							X	X	X	X	X	13.5	10.5	8	2.5
11	sat	X	X	X	X			X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	18	6	4	2
12	sun	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	22	2		2

RECORD OF REST HOURS - Time Sheet and Overtimes

Form No. 43 / 65

AB

VESSEL	<b>KATHRIN</b>	Signature of Crew Member		Name:	<b>AB ②</b>
Month / Year	<b>FEBRUARY 2006</b>	Signature of Master		Name:	

Date	Day	Days																								Rest Hours	Work Hours		
		00 01	01 02	02 03	03 04	04 05	05 06	06 07	07 08	08 09	09 10	10 11	11 12	12 13	13 14	14 15	15 16	16 17	17 18	18 19	19 20	20 21	21 22	22 23	23 24		Total	Normal	O'time
9	thu	X	X	X	X	X	X	X	X				X					X	X	X	X	X	X	X	X	14	10	8	2
10	fri	X	X	X	X	X	X	X				X								X	X	X	X	X	X	12	12	8	4
11	sat	X	X	X	X	X	X	X	X				X	X	X	X	X	X	X	X	X	X	X	X	X	18	6	4	2
12	sun	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	20	4		4

Names of individuals removed due to reasons of confidentiality

Hours of work and rest - master



ENZIAN SHIPPING AG  
 2004-02-16

Rev. No.: 2  
 APPROVED:

<b>RECORD OF REST HOURS - Time Sheet and Overtimes</b>	Form No. 43 / 65
--	---------------------

<b>VESSEL</b>	<b>KATHRIN</b>	Signature of Crew Member	
<b>Month / Year</b>	<b>JANUARY 2006</b>	Signature of Master	

Date	Day	Rest Hours																								Work Hours			
		00	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total	Normal	O'time
1		X	X	X	X	X	X	X	X				X	X	X	X			X	X						14	10		10
2	mon	X	X	X	X	X	X						X	X				X	X	X						11	13	8	5
3	tue				X	X	X	X	X				X	X	X	X			X	X						11	13	8	5
4	wed	X	X	X	X	X	X	X	X				X	X	X	X	X		X	X						15	9	8	1
5	thu	X	X	X	X	X	X	X	X				X	X	X	X	X		X	X						15	9	8	1
6	fri	X	X	X	X	X	X	X	X				X	X	X	X	X		X	X						15	9	8	1
7		X	X	X	X	X	X	X	X				X	X	X	X	X		X	X						15	9	4	5
8		X	X	X	X	X	X	X	X				X	X	X	X	X		X	X						15	9		9
9	mon	X	X	X	X	X	X	X	X				X		X	X	X	X	X	X						15	9	8	1
10	tue	X	X	X	X	X	X	X	X				X		X	X	X	X	X	X						15	9	8	1
11	wed	X	X	X	X	X	X	X	X				X		X	X	X	X	X	X						15	9	8	1
12	thu	X	X	X	X	X	X	X	X				X		X	X	X	X	X	X						15	9	8	1
13	fri			X	X	X	X	X	X				X									X	X	X	X	11	13	8	5
14		X	X	X	X	X	X	X	X				X					X	X	X						11	13	4	9
15		X	X	X	X	X	X	X	X				X		X	X	X	X	X	X						15	9		9
16	mon	X	X	X	X	X	X	X	X						X			X	X	X	X	X	X	X	X	15	9	8	1
17	tue	X	X	X	X	X	X	X	X				X						X	X	X	X	X	X	X	14	10	8	2
18	wed	X	X	X	X	X	X	X	X					X		X	X	X	X	X						14	10	8	2
19	thu	X	X	X	X	X	X	X	X				X	X		X	X	X	X	X						15	9	8	1
20	fri	X	X	X	X	X	X	X	X				X	X		X	X	X	X	X						15	9	8	1
21		X	X	X	X	X	X	X	X				X	X	X	X	X	X	X	X						15	9	4	5
22		X	X	X	X	X	X	X	X				X	X	X	X			X	X						14	10		10
23	mon	X	X	X	X	X	X	X	X				X	X	X	X	X	X	X	X						15	9	8	1
24	tue				X	X	X	X					X					X	X	X	X	X	X	X	X	12	12	8	4
25	wed	X	X	X	X	X	X	X					X					X	X	X	X	X	X	X	X	15	9	8	1
26	thu	X	X	X	X	X	X	X					X					X	X			X	X	X	X	13	11	8	3
27	fri	X	X	X	X	X	X	X					X									X	X	X	X	12	12	8	4
28		X	X	X	X	X							X		X	X	X	X	X	X						12	12	4	8
29						X	X	X					X					X	X	X	X	X	X	X	X	12	12		12
30	mon	X	X	X	X	X	X	X	X				X					X	X	X	X					14	10	8	2
31	tue	X	X	X	X	X	X	X	X				X					X	X	X	X					14	10	8	2
		<b>Total Overtime Hours</b>																								<b>123</b>			

In Rest Hours Column put:

for full and  for half hour of Rest

E for full and  d for half hour exceptional work (Drill, Emergency, Overriding Operational Conditions)

In Column "Day" put:

S for Sun- and Holidays

s for Saturdays with 4 regular work hours

1. All persons forming part of a watch shall be provided a minimum of 10 hours rest in any 24 hour period.
2. Rest hours may be divided into no more than two periods, one of which must be at least 6 hours in length.
3. Exceptions may be permitted in cases of emergency or drill or in other overriding operational conditions.
4. The minimum period of 10 hours may be reduced to not less than 6 consecutive hours provided a reduction does not extend beyond 2 days and that not less than 70 hours rest are provided every 7 day period.



Drug and alcohol policy

## 4.1 DRUGS

- 4.1.1 The misuse of legitimate drugs of those prescribed in the 'Medical Chest' and the use, possession, distribution or the sale of illicit or unprescribed controlled drugs is prohibited and will not be condoned.

Any employee, ashore or on board the vessel, participating in these activities shall be liable for instant dismissal.

The prohibited substances referenced in this section, include, but are not limited to

Marijuana	Phencyclidine (PCP)
Cocaine	Amphetamines
Opiates	Barbiturates

- 4.1.2 All board personnel shall be tested for use / abuse of drugs and other prohibited substances during pre-employment physical examination arranged by manning agents. A positive test will lead to rejection of the employment.
- 4.1.3 The use of prohibited substances must be avoided. These cause impaired ability to perform assigned duties on board.
- 4.1.4 If any crew member, as a result of controlled substance abuse, causes or contributes to unacceptable job performance or unusual behaviour, he/she shall be tested 'for cause' by the Master with the on-board test kit and immediately prohibited from work
- 4.1.5 It is the discretion of the Company to arrange unannounced testing of Master, Officers and Ratings for drugs.

## 4.2 ALCOHOL

- 4.2.1 All shipboard employees when signing their Contract of Employment confirm with this action that they are aware of the Company's "Drug and Alcohol Abuse Policy" and agree to comply accordingly.

Violation of this policy entitles the Company to terminate the Contract of Employment with immediate effect and without previous notice.

- 4.2.2 The Master shall use utmost discretion and personally maintain strict and direct control on the sale, distribution and consumption of alcohol to each individual on board. This policy supports the principle that no person is impaired when performing designed duties.

A period of abstinence must be observed for appropriate intervals before scheduled watchkeeping or designated duties.

For each **one unit** of alcohol consumed, at least **one hour** of abstinence must be observed.

4.2.3 Approximate alcohol unit / hour conversions:

	<i>Volume</i>	<i>Units</i>
Beer & Lager		
- Ordinary Strength Beer or Lager	10 oz	1
- Extra Strength Beer or Lager	10 oz 30 cl	2.5 2.5
Spirit / Liquor	1 oz 3 cl	1 1
Table Wine	10 oz 30 cl	1 1
Sherry or Fortified Wine	6 cl	1

4.2.4 Alcohol impairment is a blood / alcohol concentration of 0,04 % or more. Visible effects of alcohol are imminent in a person's manner, disposition, speech, muscular movement and general behaviour and should be closely minded.

4.2.5 A person with visible or physical impairment due to alcohol shall be tested 'for cause' by the Master with the on-board test kit and removed from assigned responsibility, confined or restrained if required for safety of himself and persons around.

4.2.6 It is the discretion of the Company to arrange unannounced testing of Master, Officers and Ratings for alcohol. A positive test will lead to immediate dismissal.

### 4.3 GENERAL

4.3.1 It must be borne in mind that every person on board must be able to respond, when required, at any time to an emergency situation.

4.3.2 Alcohol and/or drug impairment may cost lives in the event of a shipboard emergency.

4.3.3 The Company must be informed without delay when a person on board the vessel is unable to perform duties as a result of drug / alcohol impairment. Full report of such an incident, countersigned by witnesses shall be made and forwarded from the next port of call.



#### **4.4 UNANNOUNCED DRUG / ALCOHOL TESTING**

**4.4.1** An unannounced test will be carried out by a collector of a contracted Service and Testing Company upon request of the Company.

#### **4.4.2 U.S. Coast Guard Alcohol Rules for U.S. Ports and Waters**

- Consumption of alcohol within four (4) hours of watch standing or duty is prohibited.
- No crew member may be intoxicated while aboard the vessel.
- Intoxication is defined as 0.04 % or more blood alcohol content.
- The Master, Officers and Ratings shall not drink any kind of alcohol within 4 hours of sailing.
- Signs of intoxication by a crew member can lead to an alcohol test.
- Test results or the appearance of being intoxicated are sufficient to prove intoxication.
- Violation of the rules can result in fines up to \$ 5'000 and one year in prison.
- The U.S. Coast Guard does random checks to ensure compliance.

*Note: Similar rules may be applied in many other countries where vessels are calling.*

#### **Operators' Instructions to the Master in Respect of USCG Alcohol Rules**

The Master on board the vessel is bound not to sell or offer any alcohol from the ship's slop chest or bar to crew members and persons doing ship business (e.g. Agents, Stevedores, Cab drivers etc.) whilst the vessel is laying or navigating in U.S. waters.

Duties and responsibilities (safety and quality co-ordinator and operations manager)

### The Safety + Quality Co-ordinator

With regard to the Safety + Quality Management System (S+QMS) the Safety + Quality Co-ordinator is responsible for, but not limited to

- following up the Safety + Quality Management System (S+QMS), and recording of the 'Annual Management Review';
- writing, issuance, distribution of revision(s) and additions to the S+QMS Manual;
- preparation of the annual internal audit schedule and the ship-company annual communication training plan;
- carrying out the internal audits;
- monitoring the result of corrective action(s);
- monitoring IMO, national, flag state etc. rule makers and ISO standards.

### **Operations Manager**

Operation Manager is the head of Operations Department. He is in charge of the fleet operation in view of navigation, communication and cargo care.

His duties includes also:

- crewing ( supervising crewing activities, coordination of relief schedules, human resource development)
- navigation, cargo and ports (maintaining data base including navigational, cargo and port information, coaching and supporting vessels with above information)
- communication (monitoring and renewal certification of GMDSS and other communication equipment, development and maintenance a modern ship-shore and shore-ship communication setup and procedures)
- improvement (arranging of briefing with Master in Office, project management in view of crew performance improvement)
- legal (monitoring changes in local / international regulations and legislation followed by necessary actions ashore and in the fleet, handling stevedore and cargo claims)
- shipmanagement (maintaining updated ships data base, monitoring movements of company's vessels, handling operational matters with charterers, providing post fixture information to Commercial Department)
- alternate to Safety & Quality Coordinator/ Company Security Officer



MAIB 'Flyer'

# MAIB

MARINE ACCIDENT INVESTIGATION BRANCH

## FLYER TO SHIPPING INDUSTRY

### ***KATHRIN:* GROUNDING**



Photograph reproduced courtesy of FotoFlite

On 12 February 2006, the 2999grt combi freighter *Kathrin* was on passage from Aviles, Spain, to New Holland on the River Humber, England, when she grounded on the Goodwin Sands in the Dover Strait. The vessel remained aground for 15 minutes, before re-floating and continuing with her passage. Fortunately, there was no damage or pollution.

The grounding occurred in darkness after the vessel had crossed the south west traffic lane of the Dover Strait TSS. The master was alone on the bridge, and he had fallen asleep. The ship manager's written procedures required an additional lookout to be on the bridge during darkness, and for the watch alarm to be used, but neither of these instructions were complied with by any of the bridge watchkeepers on board *Kathrin*.

It is highly probable that the master of *Kathrin* consumed alcohol while on watch and was intoxicated. This was in contravention of the ship manager's alcohol policy, which only permitted its sea staff to consume alcohol up to a level commensurate within prescribed limits, and then only when not on duty. No alcohol test equipment was carried on board, and no arrangements had been made to facilitate random testing.

This was the second alcohol related incident on board *Kathrin* involving the master. In October 2005, the ship was fined \$3500 by Turkish authorities for violation of the rules regarding navigation and collision avoidance in the Dardanelles TSS, after the ship was detected by radar proceeding in the wrong direction in a traffic lane. The master had been alone on the bridge during darkness, had drunk alcohol during his watch, and had left the bridge unattended. He was found in his cabin, asleep.

During the MAIB investigation, a number of non-compliances, with respect to the company's written procedures were identified. Although both company and ship had recently been internally and externally audited, and the ship's operations manager had determined that the incident in October 2005 was due to the master being under the influence of alcohol, none of the non-compliances with written instructions regarding lookout, watch alarms, and leaving the bridge unattended, had been highlighted.

## **Safety Issues – Effectiveness of Safety Management Systems (SMS)**

The operations or management manual lies at the heart of every SMS, yet unless the instructions it contains are complied with, its value is seriously diminished. Masters and crews must be made to understand that what is required in writing is actually meant, and is not simply a means of satisfying regulation. They must also be encouraged to 'embrace' the SMS and understand that it is a tool beneficial to their safety. Therefore, ship owners and managers should ensure that the control measures within their SMS such as audits, inspections, accident and hazardous incident investigation reports are sufficiently robust to promote a safety culture and validate that all written procedures are appropriate and strictly adhered to. The integrity and importance of the SMS may also be enhanced through a "package" of ship visits, senior officer seminars and visits to company offices.

Further details on the accident and the subsequent investigation can be found in the MAIB's investigation report, which is posted on its website:

[www.maib.gov.uk](http://www.maib.gov.uk)

Alternatively, a copy of the report will be sent on request, free of charge.

Marine Accident Investigation Branch  
Carlton House  
Carlton Place  
Southampton, SO15 2DZ  
Telephone 023 8039 5500  
Email: [maib@dft.gsi.gov.uk](mailto:maib@dft.gsi.gov.uk)

September 2006