

## SYNOPSIS



All times are ship's time (UTC+2)

At 0515 on 29 June 2003, the Cypriot-registered general cargo vessel *Jambo* ran aground off the Summer Islands, at the entrance to Loch Broom on the west coast of Scotland. The German-owned, single-hold vessel, built in 1990, was carrying 3300 tonnes of zinc concentrate from Dublin to Odda in Norway. She subsequently sank. The grounding prompted fears of serious environmental damage.

*Jambo* carried seven crew, with the master and the chief officer holding the 6 to 12 and the 12 to 6 watches respectively. In addition to watchkeeping, the chief officer was responsible for overseeing cargo operations in port.

The AB assigned to the watch was absent from the bridge for at least an hour before the vessel grounded. No watch alarm was fitted on *Jambo's* bridge, nor was there a requirement for such a device to be fitted.

The chief officer fell asleep while alone on the bridge, missing his intended change of course off Rubha Reidh. At 0515, he was awoken, standing at the engine controls, by the impact of the vessel grounding.

The sea was calm, there was no swell and the visibility was good. It was daylight, although the sun was yet to rise. The vessel was stationary aground.

The master alerted Stornoway coastguard by VHF radio to report the situation. The coastguard tasked Lochinver RNLi lifeboat, the coastguard ETV *Anglian Prince* and the Achiltibuie coast rescue team to the scene. The Lochinver lifeboat arrived on scene at 0721, and all crew members were evacuated safely. *Jambo* sank with her bow out of the water, lying on her port side at 0955.

Six-on six-off watches are tiring in any event, and the problem was compounded by the regular port visits, during which time the chief officer was still required to work, regardless of how this disrupted his watch pattern. He fell asleep as a result of very high levels of fatigue caused by the cumulative effect of this irregular working pattern.

Watchkeeper incapacitation is a serious issue, which leads to over six groundings a year in UK waters, on average. The MAIB is carrying out a safety study into this problem, and the findings of this report will be included in that study.

Recommendations have been made for the MCA to take forward at the IMO, the compulsory fitting of bridge watchkeeper alarms and the findings from three safety studies/research projects covering fatigue, safe manning and bridge watchkeeping. The MCA is also recommended to ensure that the research into vessel traffic in the Minches is conducted as soon as possible.