

MAIB SAFETY BULLETIN 3/2002

The grounding of the fishing vessel

Jacoba

On 21 September 2002

Issued November 2002

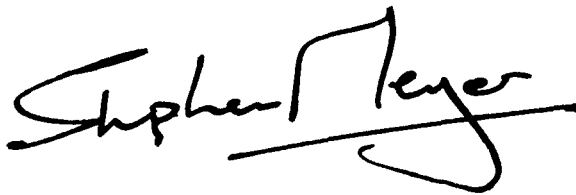
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This document containing a Safety Recommendation has been produced for marine safety purposes. It is issued on the basis of information available to date.

The Merchant Shipping (Accident Reporting and Investigation) Regulations 1999 provide for the Chief Inspector of Marine Accidents to make recommendations at any time during the course of an investigation or examination of an accident if, in his opinion, it is necessary or desirable to do so.

The Marine Accident Investigation Branch (MAIB) has carried out a preliminary examination into the grounding of the fishing vessel *Jacoba* on 21 September 2002. The recommendation contained in this safety bulletin is being promulgated to help prevent a similar accident occurring in the future.

This is the latest of several groundings in recent years that have resulted from the watchkeeper falling asleep on watch and the watch alarm failing either to wake him, or to alert the remaining crew. The safety bulletin is issued to remind owners and skippers of the importance of having watch alarms that are both loud enough to alert the watchkeeper and also to alert the remaining crew should the watchkeeper, for whatever reason, fail to cancel the initial alarm.



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The Incident

While returning from the fishing grounds, the sole watchkeeper, who was sitting in the wheelhouse chair, fell asleep, resulting in the vessel running aground and sustaining heavy damage.

Comment

The MAIB is concerned about the number of fishing vessels which have run aground as a result of a sole watchkeeper falling asleep on watch. In many of these incidents a watch alarm was fitted in the wheelhouse but failed to wake the watchkeeper.

None of the watch alarms were fitted with a secondary back-up system to alert the other members of the crew if the watchkeeper failed, for whatever reason, to cancel the initial alarm.

Safety Recommendation

All fishing vessel owners and skippers are recommended to ensure that if a watch alarm is fitted, it is loud enough to alert the watchkeeper, and is connected to a secondary back-up system that will alert the remaining crew should the watchkeeper, for whatever reason, fail to cancel the initial alarm.