

## **SYNOPSIS**

The accident was notified to the Marine Accident Investigation Branch (MAIB) on 7 December 1998 and an investigation commenced the same day.

The 909 gt Barbados registered dry bulk carrier *Pentland* ran aground 1.5 miles north of Arbroath while on passage from Amsterdam to Inverness.

The vessel was refloated on the following tide. Damage was sustained to the forepeak hull plating. There was no pollution.

The cause of the grounding was the track made good by the vessel in the prevailing circumstances and conditions.

Contributory causes were the master falling asleep on watch and his consequent failure to make a course alteration at the due time, the master suffering from the effects of cumulative fatigue, the absence of an additional person on watch during the hours of darkness, contrary to UK regulations, and the absence of a bridge watch alarm.

MCA is recommended to reaffirm its position on the requirement to post a lookout in addition to the officer of the watch during the hours of darkness, to continue to promote the concept of an international standard and carriage requirement for watch alarms and to seek international agreement on the specific number of qualified watchkeeping officers to be carried when determining minimum safe levels of manning.

Recommendations have also been made to the manager of the vessel to consider employing an additional watchkeeping officer on those vessels where the master and mate are currently the only qualified watchkeeping officers on board, ensure that a lookout is posted in addition to the officer of the watch, during the hours of darkness, and to consider fitting a watch alarm.