

SAFETY FLYER TO THE FISHING INDUSTRY

Grounding and subsequent loss of the fishing vessel *Crystal Stream* (LH 147) on Barmore Island, Loch Fyne, Scotland on 6 June 2025

Image courtesy of Gordon Macrae ([MarineTraffic.com](https://www.marinetraffic.com))



Crystal Stream (LH 147)

Narrative

At just after midnight on 6 June 2025, the UK registered prawn trawler *Crystal Stream* (LH 147) struck an underwater obstruction near Barmore Island, Loch Fyne, Scotland. Following the accident the skipper beached the vessel on the rocky shore on the south-west side of the island, where the crew abandoned to a liferaft from which they were able to make their way safely to shore. No efforts were made to salvage *Crystal Stream* and the vessel was later broken up and removed from the site.

The investigation concluded that the skipper was on watch alone at the time of the accident and had fallen asleep. It is highly likely that the skipper's work pattern in the days leading to the accident had caused severe fatigue. The watch alarm in the wheelhouse was not connected to the autopilot and was not operating at the time of the accident.

Safety lessons

1. A watch alarm is intended to alert the crew should a watchkeeper become incapacitated. It is only of use if it is operational. Acknowledging that the skipper in this case was significantly affected by fatigue, a working watch alarm stood a good chance of waking them. This would have provided an opportunity for the skipper to recognise the danger and organise a relief watchkeeper so they could have some rest.
2. The Maritime and Coastguard Agency's Marine Guidance Note 313 (F) – Keeping a Safe Navigational Watch on Fishing Vessels, provides good advice and strongly recommends that a watch alarm is incorporated into any automatic pilot fitted on a fishing vessel. Further, MGN 313 (F) highlights the good practice of installing a watch alarm system on fishing vessels not fitted with an automatic pilot system.

This flyer and the MAIB's investigation report are posted on our website: www.gov.uk/maib

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Extract from The United Kingdom Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 – Regulation 5:

“The sole objective of the investigation of an accident under the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 shall be the prevention of future accidents through the ascertainment of its causes and circumstances. It shall not be the purpose of an such investigation to determine liability nor, except so far as is necessary to achieve its objective, to apportion blame.”

NOTE

This safety flyer is not written with litigation in mind and, pursuant to Regulation 14(14) of the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012, shall be inadmissible in any judicial proceedings whose purpose, or one of whose purposes is to attribute or apportion liability or blame.

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