



SAFETY RECOMMENDATION No: 60/2014

Text of Safety Recommendation:

Consider the need to propose to the ship-owners / operators of Turkish Flagged vessels that when a vessel's trading pattern or other ship borne operation produces an increased workload for the navigational watch crew and affects the navigational watch standards repeatedly, to review their minimum safe manning documents in co-operation with the competent Authority of the Turkish Administration, as foreseen by the provisions of Res. A.1047(27) for establishing Minimum Manning Levels.

No of Safety Investigation Report:

08/2014: Grounding of C/V "YUSUF CEPNIOGLU"
(See the full Report [here.](#))

Safety Recommendation addressed to:

The Turkish Maritime Administration

Date of publication:

09/05/2017

Comments-Remarks:

INFORMATION OF ACCIDENT

Type of vessel: General cargo/Container
Year of built:1995

Grounding of C/V "YUSUF CEPNIOGLU"

Course of events

On the 8th of March 2014, at approximately 05:30, the Turkish registered Yusuf Cepnioglu grounded on the rocky coastline of Avlemonas bay at the North West part of Mykonos Island, in position lat: 37°29' 55" N, long:25°20'12" E. At the time of the marine casualty, weather conditions were reported to be good with medium visibility, wind force up to 4-5 Bft NE, moderate sea and it was still dark. At 04:00 on 08 March 2014, Chief Officer took over the navigational watch. His watch was quiet and no lookout watch was posted during his watch. At that time vessel was underway at central Aegean Sea heading towards her voyage next way point between Islands of Mykonos and Tinos. On the course of his watch Chief Officer fell asleep and missed the way-point where according to the vessel's passage plan he should had alter the course to starboard so as to follow a safe crossing between the islands. As a result vessel continued her passage unattended without the OOW performing watch duties, and at approximately 05:30 grounded with her bow on the rocky coast. Yusuf Cepnioglou listed to starboard and at approximately 1000 the Master ordered the abandonment of the vessel. Eleven crew members abandoned the vessel by a life raft and were recovered by a HCG patrol boat. Yusuf Ceptioglu's Chief Engineer did not board on the life raft and remained on the vessel until he was evacuated by the HCG patrol boat. Master and Chief Officer were the last to evacuate the vessel by a SAR helicopter.

Relevant comments on the safety recommendation

Some causal and contributing factors of the examined marine casualty have been identified to two more similar type of casualties that HBMCI had been involved with conducting a safety investigation and more specifically to the grounding of the Turkish Bulk Carrier "Ince Inebolu"(Published Investigation Report No. 02/2014)¹, as well as to the grounding of the Turkish Ro-Ro Cargo vessel "Saffet Bey", which is under investigation. In light of the above it derives that HBMCI's recent experience have highlighted that watch keeper manning levels, fatigue and poor lookout, result to marine accidents, and are considered as major causal factors to collisions and groundings.

¹<http://hbmci.gov.gr/js/investigation%20report/final/02-2014%20INCE%20INEBOLU.pdf>



Grounding point of Yusuf Cepnioglu at Mykonos Island.

Extent of damage

The hull of the vessel suffered multiple cracks and deformations on her bow and port side and several compartments including engine room, cargo holds and void spaces were flooded. Due to gale winds that prevailed on the same day several containers fell overboard. Pollution from vessel's bunkers as well as cargo from the containers was washed up to the shore. Salvage and clean up operations were commenced when permitted by weather conditions. Yusuf Cepnioglou was finally removed from the casualty area in two pieces.



Cargo debris washed up on the nearby coastline.



Yusuf Cepnioglu salvage operation

Marine casualty probable causes

The safety Investigation and analysis highlighted the following main contributing and underlined factors that led to the marine casualty as presented in random order:

- Absence of posted look out at the night watch;
- The OOW fell asleep due to fatigue;
- It was a common practice not to overburden the ABs and to relieve them from their look out duties as part of the navigational watch allowing them to stay in their cabins or the mess room to rest, being on standby to get to the bridge if needed.
- Yusuf Cepnioglu deck personnel was insufficient for carrying out ship borne operations at port when the vessel was calling at ports frequently.
- BWNAS operation.

Safety recommendation conclusions

The Investigation report has highlighted that although the bridge watch keeping composition of Yusuf Cepnioglu was manned in accordance with the provisions for look-out, as set out in STCW 95 and Minimum Safe Manning Document, yet still failed to maintain a proper look-out.