

Accident Report

Grounding

Shangri-La

14 September 2005

Class B



REPORT NO.: 05 3854

SHANGRI-LA GROUNDING

At approximately 0200 on 14 September 2005, the commercial fishing vessel **Shangri-La** grounded at Long Point after the watch keeper had fallen asleep more than two hours previously. The vessel suffered moderate damage, but fortunately there were no injuries to the crew.



Shangri-La

Details of Vessel, Owner & Management, Classification, Navigational Equipment, Manning & Crew:

Name of Vessel:	<i>Shangri-La</i>
MSA No.:	101361
Vessel Type:	Fishing vessel
Built:	1977
Construction Material:	Steel
Length Overall (m):	12.73
Maximum Breadth (m):	4.02
Propulsion:	Scania Diesel 280HP
Accident Investigator:	Andrew Hayton

Owner Details

The vessel is owned by a family trust (Waldrop Family Trust). The Skipper is a member of this family.

Skipper Details

The Skipper is a 50 year old male. He is the holder of a valid Certificate of Competency as Inshore Fishing Skipper (IFS). His Certificate was issued in 1975. He has been a commercial fisherman for 35 years and has been Skipper of **Shangri-La** since 1980

Crew Details

Crewmember 1 is a 36 year old male. He is the holder of a valid Certificate of Competency as Commercial Launch Master (CLM) issued in 1998. He has been a commercial fisherman for 21 years and has sailed onboard **Shangri-La** for 5 years.

Crewmember 2 is an 18-year-old male. He is the son of the Skipper. He processes no maritime qualifications and has sailed onboard the vessel approximately twice previously.

Vessel Details

Shangri-La has a valid Safe Ship Management (SSM) Certificate issued in February 2005. The vessel's last recorded Flag State inspection was conducted in July 1998.

NARRATIVE

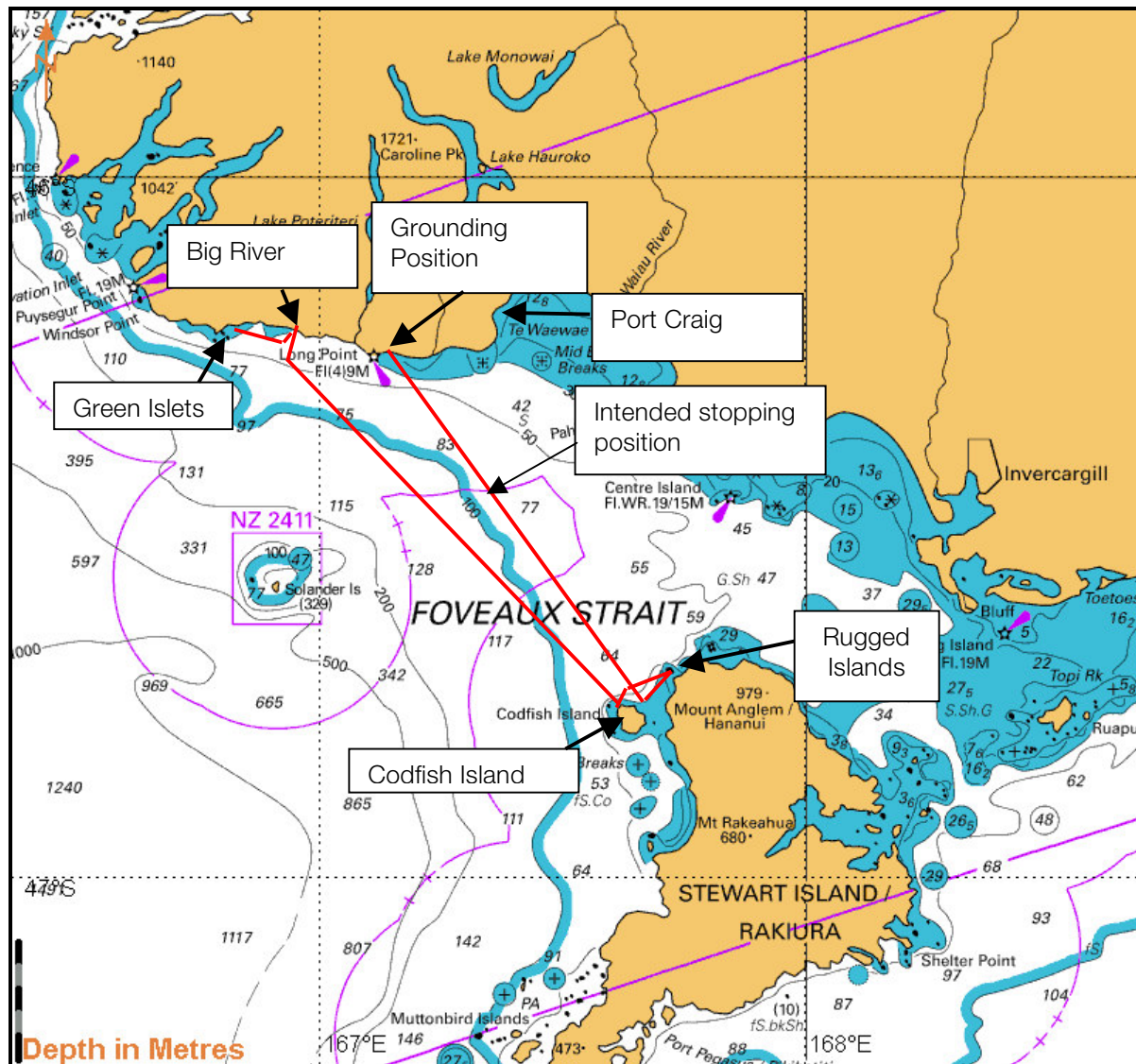


Figure 1

At approximately 2130 hours New Zealand Standard Time (NZST) on 12 September 2005, **Shangri-La** anchored near Green Islets having sailed from Bluff the previous night. After a meal, all three crewmembers went to bed.

At approximately 0700 hours on 13 September 2005, the crew manoeuvred the vessel to retrieve some Cray pots at Green Islets before heading to Big River where they set some more pots.

At approximately 1100 hours, **Shangri-La** departed Big River and set course for Codfish Island, where it arrived at approximately 1500 hours. During the crossing of Foveaux Strait, the Skipper kept watch whilst the other two crew worked on deck and spent a couple of hours sleeping in the sun.

After working Cray pots at Codfish Island, the vessel sailed to Rugged Islands to check on some more pots. After returning to Sealers Bay on the east coast of Codfish Island, the crew dropped some more pots and rendezvoused with a trawler in order to obtain some bait.

Between 2030 and 2100 hours, **Shangri-La** departed Codfish Island and a course was set for a position 3.5 miles off Wairuarahiri River entrance on the south coast of the South Island. Once clear of land, the autopilot was engaged. The prearranged plan was to stop the vessel in the middle of Foveaux Strait and drift for the night allowing crewmembers to sleep before resuming the passage the following morning.

At approximately 2200 hours, the crew ate a large roast meal after which the Skipper and crewmember (2) went to bed at 2300 hours. The Skipper gave instructions to Crewmember (1) to continue steaming for approximately another hour, then stop the main engine and leave the vessel to drift.

At approximately 2330 hours, after washing the dishes, Crewmember (1) sat down in the wheelhouse chair and listened to the radio.

The next thing that any of the crew recalled was the shuddering and the noise of the vessel running aground. This occurred at 0200 hours on 14 September 2005 in position 46° 15.2'S 167° 07.3'E (See Figure 1).

The Skipper and Crewmember (2) immediately proceeded to the wheelhouse where they found Crewmember (1) standing at the wheel.

Upon ascertaining the vessel's position, the Skipper sent the crew to check for damage around the vessel. No water ingress was found. The Skipper phoned another fishing vessel, **Mclachlan**, via cell phone to ask for assistance. **Mclachlan** was at Port Craig and informed the Skipper that they would be at Long Point (See Appendix 1) in approximately one hour's time. In an attempt to refloat the vessel the Skipper ordered that the live fish tank water be pumped out to reduce her draft. The vessel started moving on the seabed, but could not be refloated, so the tanks were flooded again to keep the vessel on the ground.

At approximately 0300 hours **Mclachlan** arrived on scene. As it was dark, it lay offshore. At approximately 0330 hours, Crewmember (1) donned a wetsuit and rowed **Shangri-La's** dinghy out to **Mclachlan** carrying 300 fathoms of 14mm rope. The crew of **Mclachlan** made this line fast to their vessel and commenced maintaining tension on the rope in order to prevent **Shangri-La** being pushed further aground.

At first light, another fishing vessel, **Loyal**, arrived on scene. Using an improvised towline made fast to the starboard shoulder of **Shangri-La**, it managed to pull the vessel into deep water.

Mclachlan took over the tow and towed **Shangri-La** back to Bluff for repairs.



Photograph 1
Wheelhouse Chair



Photograph 2
Conning Position



Photograph 3
Watchkeeping Alarm

FINDINGS

The weather conditions at the time of the grounding the wind was north easterly at 5-8 knots, with a corresponding calm sea and no swell.

Low water at Bluff on 14 September was at 0408 hours.

Shangri-La is fitted with an operational watchkeeping alarm. The alarm is automatically activated once the autopilot is engaged. After 20 minutes, a low level alarm is sounded which the watchkeeper must cancel by pressing a button on the alarm box. If this low level alarm is not cancelled, after 2 minutes, a higher level louder alarm is activated. This alarm is loud enough to wake the rest of the crew.

The watchkeeping alarm box was relocated at the beginning of 2005 when a new seabed mapping system was installed in the wheelhouse. The alarm box was re-sited on the consol in front of the wheelhouse chair (See *Photographs 2 & 3*). In this position, a watchkeeper, when sitting in the chair and with his feet on the consol could cancel the alarm, using his toes.

The speed maintained by **Shangri-La** during the crossing of Foveaux Strait was 6 knots at 1400 RPM. From the position where it was intended to stop the vessel, to the position the vessel ran aground, was a distance of approximately 13 miles. On this basis, Crewmember (1) must have been asleep for over two hours.

As the higher level alarm never activated, Crewmember (1) must have cancelled the low level alarm at least six times during the time he remained asleep.

The Skipper and two crewmembers had each consumed two cans of beer prior to eating dinner.

Crewmember (1) had taken four pain relief tablets during the morning of 13 September to relieve back pain.

Crewmember (1) claims to have been well rested and did not feel drowsy prior to falling asleep.

The wheelhouse of **Shangri-La** has one door leading onto the after deck on the starboard side behind the wheelhouse chair and has a sliding window on each side of the wheelhouse. It is not known if these were open or closed prior to the grounding.

The wheelhouse chair is a comfortable high-backed truck driver's chair (See *Photograph 1*).

It is not common practice to spend the night drifting and only occurs once or twice a year. The vessel normally anchors at night.

The crew normally work a roster of approximately 3-4 day trips followed by 2 days off. Prior to this accident, Crewmember (1) was well rested having had approximately 8.5 hours sleep the night before the grounding and approximately two hours sleep in the afternoon preceding the grounding. However, the vessel does not have a fatigue management plan or a rostered hours of work system. During the vast majority of voyages, the vessel anchors each night and it is possible for all crewmembers to have a full night's sleep. On these occasions, of course, the autopilot is not engaged and accordingly the alarm is not activated. This was the first occasion that it had been decided to drift overnight since the alarm had been relocated. The Skipper had not appreciated that it was possible to de-activate the alarm whilst lying in the chair.

The damage suffered by **Shangri-La** included a damaged propeller, which was replaced with a spare. A bent rudder shaft was replaced and a bent tail shaft was subsequently straightened. There was also minor damage to the hull in the vicinity of the transducer.

By anchoring or drifting at night whilst the crew sleeps is a breach of **Maritime Rule Part 22.5 Look-out** which states:

Every vessel must at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make full appraisal of the conditions and the risk of collision.

The following may have been contributing factors as to why Crewmember (1) fell asleep:

- a) The large meal and two beers may have been sleep inducing.
- b) In order for the crewmember to be sitting in the chair and cancelling the alarm with his toes, he would have had to lay back in the chair.
- c) He fell to sleep sometime after approximately 2330 hours, which was past the normal time he went to sleep.
- d) The environment was non-simulating (calm sea and autopilot engaged).
- e) The crewmember was not active.
- f) In drifting overnight, this was different to the usual pattern of sleep and work followed onboard **Shangri-La**.
- g) The probability that the wheelhouse doors and windows were closed.
- h) The decision of Crewmember (1) to remain sitting/lying in the chair instead of getting up on a regular basis and walking around.

SAFETY RECOMMENDATIONS

1. It is recommended that the owners of **Shangri-La** relocate the watchkeeping alarm so that is not possible to cancel the alarm from a seated position.
2. It is recommended that Crewmember (1) be censured for his failure to maintain a safe navigational watch.
3. It is recommended that the owner of the vessel refrain from the practice of allowing all crewmembers to sleep whilst the vessel drifts.