



SAFETY RECOMMENDATION No: 59/2014

Text of Safety Recommendation:

Circulate to ship-owners / operators of Turkish Flagged vessels the similar causal and contributing factors derived from this investigation report and HBMCI investigation report concerning the grounding of M/V INCE INEBOLU, as presented in par 4.13, highlighting the importance of a dedicated watch look-out at all times and especially at night in order to avoid similar accidents in the future.

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

According to information collected, due to the vessel's short stay in ports, all deck crew, including the ABs with navigational watch duties, were involved with the cargo operations such as lashing/unlashing, checks, monitoring etc. Moreover, all deck crew were engaged to ST/BY and mooring operations, when arriving or leaving the ports as well as to maintenance activities, assisting the Bosun who was the only deck rating not engaged in navigational watch. This operation is considered as contributing factor as the ABs were allowed to stay in their cabins or the mess room during their navigational watch. This practice was followed on the night of the casualty and resulted to vessel's navigation on a single man bridge watch and there was no look out to prevent the OOW from falling asleep.



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 causes

The safety investigation and analysis highlighted the following causal and contributing 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.

- Operation of BWNAS

Safety recommendation conclusions

The analysis of Yusuf Cepnioglu casualty highlighted similar contributing factors to other casualties involving grounding or collisions that have been examined by HBMCI and MAIB.