

FLYER TO FISHING VESSELS AND SMALL CRAFT
GU121 MAR-ROSE – SINKING - GROIS ROCKS, ALDERNEY
25 JULY 2016



Figure 1: Fishing Vessel Mar-Rose

Narrative

On the morning of 25 July at 06:30, the skipper of the Mar-Rose completed his normal engine checks and prepared the vessel for the day's fishing.

The weather was fine with good visibility and a flat calm sea. Low Water was 05:03 at 1.7m. The vessel departed Braye Harbour at 06:50, (**see fig 2**), heading for the fishing grounds to the East at the Alderney Race, via the outer Grois Rocks.

The Skipper was on the wheel and the crew member was sitting on the bin rack. As the skipper committed the vessel to the Grois Passage, (**see fig 3**), the sun was low in the sky and glare was coming off the surface of the sea.

Approximately 200m into the Passage, the skipper felt the vessel touch bottom, causing enough damage to ultimately sink the Mar-Rose. This was due to the vessel being off the visual and clearing marks, leading to insufficient under keel clearance. The vessel quickly developed a list to port and became bow heavy, with the high water level bilge alarm sounding.

The skipper raised the hatch in the wheelhouse and realised that the vessel was sinking. The crew managed to don lifejackets but were unable to deploy the life raft. The crew then took to the water as the vessel started to sink without being able to transmit a Mayday. The alarm was raised by dialling 999, using the crew member's waterproof mobile phone, once they were on the rocks. The F/V Lady Helen S sailed passed but was unaware of the incident due to the failure to transmit a Mayday via VHF.

At 07:19 the Alderney Lifeboat was launched to rescue the survivors, and landed them safely ashore in Braye Harbour at 07:38.

Safety Lessons and Recommendations

The loss of the Mar-Rose occurred due to a number of contributing factors:

- The Grois Passage is transited using visual land marks.
- The sun was low in the sky as the vessel headed east towards the passage, making it difficult to see the marks.
- Glare was coming off the calm sea restricting the skipper's ability to see clearly.
- The wheelhouse instrument configuration was such that it further restricted the skipper's visibility. **See figure 4.**
- The skipper used the passage several times a day to get from one set of gear to another, depending on slack water. His familiarity with the area led to a lack of concentration and complacency whilst transiting the Passage, which required the vessel to be on the marks to ensure sufficient under keel clearance.
- The amount of gear being worked by the vessel, and the time constraints due to slack waters, led the skipper to take the quickest route wherever possible.
- No attempt was made to transmit a Mayday. The skipper should have transmitted a Mayday call immediately the situation became apparent. Other vessels in the area able to assist were unaware of the situation. Without the crew member having a waterproof mobile phone, and with a quickly rising tide, the consequences could have been significantly more far reaching.

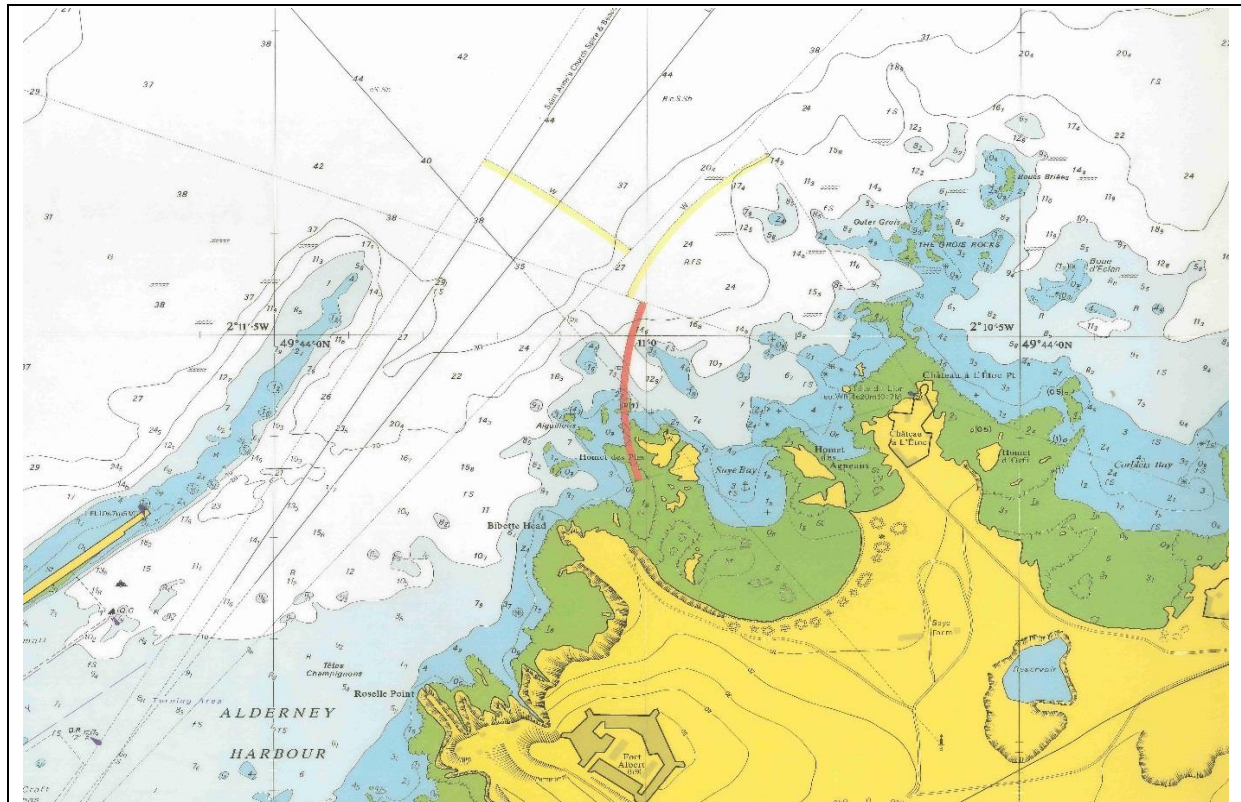
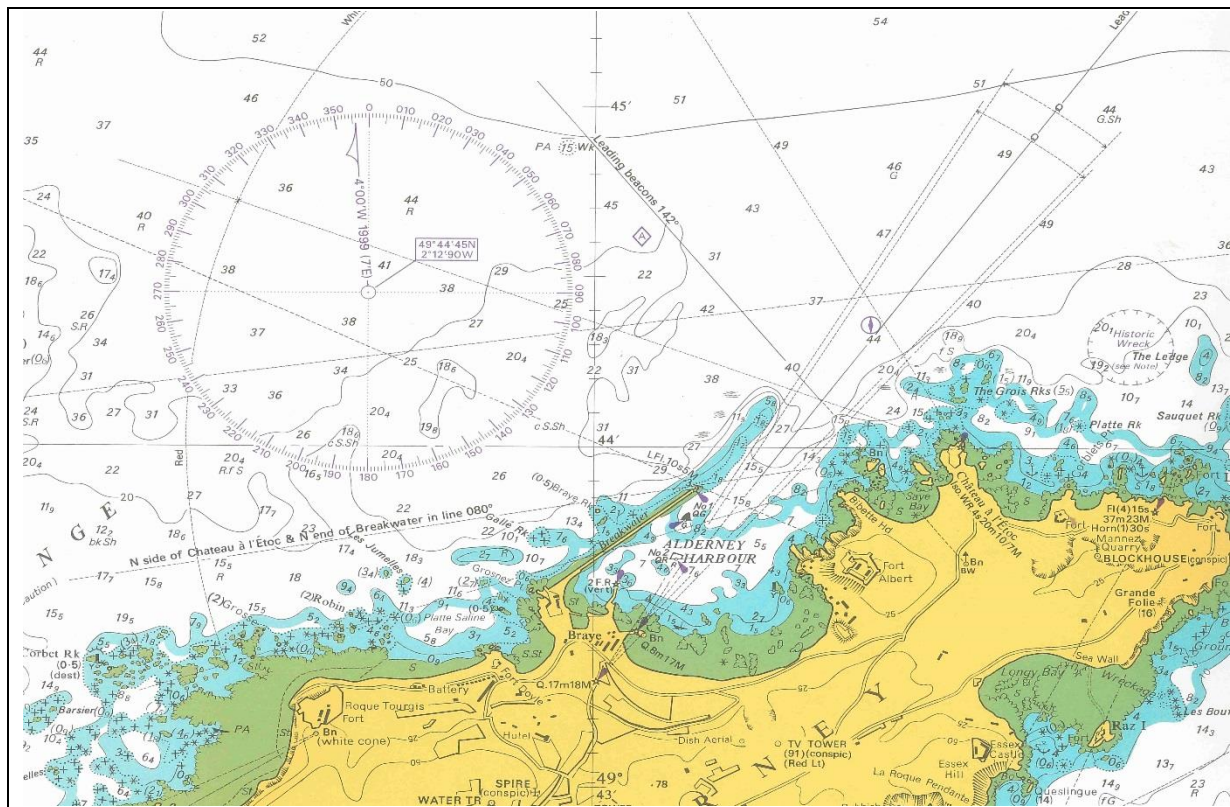




Figure 4: Wheel House Configuration

For all enquiries:

Email: CIMA@gov.gg

Tel: 01481 720229

Chief Inspector of Marine Accidents
C/O Guernsey Harbours
PO Box 631
St Julian's Emplacement
St Peter Port
Guernsey
GY1 3DL

SEPTEMBER 2016