



GOOD CATCH from **The American Club**

Too tired to keep accurate logs?

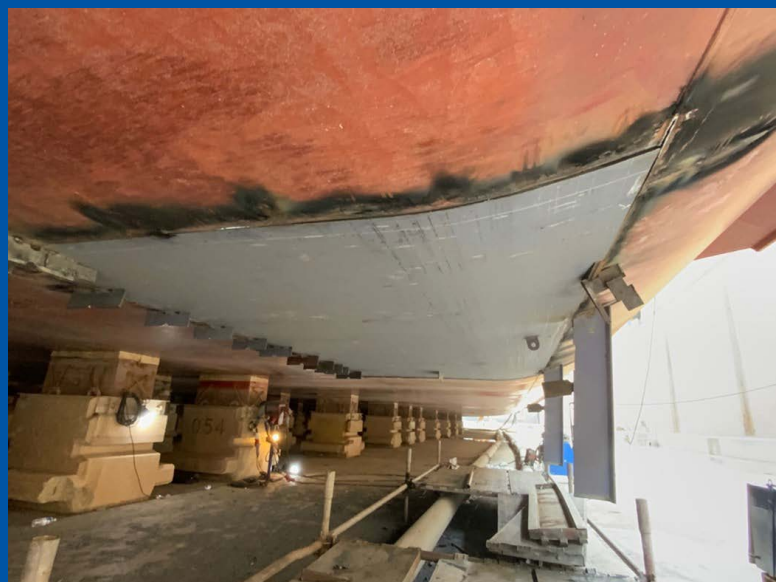
FATIGUE AND WORK REST LOGKEEPING

Description

A vessel ran aground in shallow water at 2230 local time on a calm night with good visibility. It remained hard aground for 15 hours until several tugs and a rising tide helped in getting the vessel refloated.

The investigation determined that the officer on watch was fatigued and likely fell asleep on watch. He had worked almost continuously from early that day with cargo operations and only had 4.5 hours of continuous sleep in the previous 24 hours. He had one hour off immediately before coming on watch during which he was able to take a 30-minute nap to augment the 4 hours of sleep he had the night prior.

The investigators also reviewed the required work/rest logs for the crew and found numerous discrepancies. The work/rest log for the officer on watch had already been filled out for the entire week even though it was only Tuesday. It indicated rest periods that were in compliance with the Standards of Training, Certification and Watchkeeping (STCW) Convention's requirements but did not reflect what the officer had indicated were the actual rest periods. The logs for several other crewmembers were not completed for that month. When interviewed, statements from several other officers including the chief officer indicated that their work/rest logs were not accurate and were either completed in advance or at the end of the month to indicate compliance.



Actual Damage

The damage to the vessel was over \$150,000 plus the costs for the salvage effort. Additionally, the vessel had to be taken off charter to make repairs, which took several weeks. The government investigation into the grounding also resulted in two formal warnings to the company for not operating a vessel in compliance with the STCW rest hour requirements and for not accurately maintaining proper work/rest logs.

Potential Damage

The vessel was fortunate that the shallow area where it grounded had a soft bottom. Had the grounding occurred in an area with a rocky bottom, the damage and repairs costs could have been many times higher.



GOOD CATCH

Too tired to keep accurate logs?
FATIGUE AND WORK REST LOGKEEPING

December 2024

Prevention

- ★ The entire crew needs to be familiar with the STCW requirements for minimum rest hours.
- ★ Work assignments and watch assignments need to take into account those requirements and supervisors need to ensure that mariners are not fatigued.
- ★ The required work/rest logs must be accurately maintained.
- ★ They should never be completed in advance and should never be completed to falsely indicate adequate rest.

When you identify a hazard before something goes wrong...

it's a Good Catch.

When you stop an operation before something bad happens...

it's a Good Catch.

When you ensure rest is in compliance with STCW and is accurately tracked...

that's a Good Catch, too!



The American Club would like to specially thank [Independent Maritime Consulting, LLC](#) for their contribution to this document.



American Steamship Owners Mutual Protection & Indemnity Association, Inc.

American Steamship Owners Marine Insurance Company (Europe), Ltd

Shipowners Claims Bureau, Inc., Manager

New York

tel +1 212 847 4500 fax +1 212 847 4599
email info@american-club.com web www.american-club.com

Houston

tel +1 346 223 9900
email claims@american-club.com

Shipowners Claims Bureau (UK) Ltd.

London

tel +44 20 7709 1390
email claims@scb-uk.com

Shipowners Claims Bureau (Hellas), Inc.

Piraeus

tel +30 210 429 4990 fax +30 210 429 4187
email claims@scb-hellas.com

SCB Management Consulting Services, Ltd.

Hong Kong

tel +852 3905 2150
email hkinfo@scbmcs.com

SCB Management Consulting (China) Co., Ltd.

Shanghai

tel +86 21 3366 5000 fax +86 21 3366 6100
email claims@scbmcs.com