

August 27, 2026

MIR-26-28

Flooding and Sinking of Charter Fishing Vessel *Jig Strike*

On August 31, 2024, about 1035 local time, the charter fishing vessel *Jig Strike* was transiting between fishing locations near Cortes Bank in the Pacific Ocean, about 100 miles west of San Diego, California, when the vessel began rapidly taking on water (see figure 1 and figure 2).¹ The crew was unable to stem the flooding, and the five crewmembers and 12 passengers on board abandoned ship into a liferaft. They were rescued by a nearby good Samaritan vessel, and the *Jig Strike* later sank. There were no injuries, and no pollution was reported. The vessel was a total loss estimated at \$475,000.



Figure 1. *Jig Strike* underway at unknown date. (Source: Jig Strike Sportfishing, facebook.com)

¹ (a) In this report, all times are Pacific daylight time, and all miles are nautical miles (1.15 statute miles). (b) Visit [ntsb.gov](https://www.ntsb.gov) to find additional information in the [public docket](#) for this NTSB investigation (case no. DCA24FM059).

Casualty Summary

NTSB casualty category	Flooding/Hull Failure
Location	Cortes Bank, Pacific Ocean, 100 nm west San Diego, California 32°28.00' N, 119°12.00' W
Date	August 31, 2024
Time	1035 Pacific daylight time (coordinated universal time -7 hrs)
Persons on board	17 (5 crewmembers and 12 passengers)
Injuries	None
Property damage	\$475,000 est.
Environmental damage	None
Weather	Partly cloudy, winds west-northwest 15-18 kts, seas 1-2 ft, swells south-southwest 3-6 ft, air temperature 64°F, water temperature 67°F, sunrise 0623
Waterway information	Ocean; Cortes Bank depths 6-1,000 ft



Figure 2. Area where the *Jig Strike* flooded and sank, as indicated by a circled X.
(Background source: Google Maps)

1 Factual Information

On August 30, 2024, about 1900, the 51.6-foot-long charter fishing vessel *Jig Strike* departed from San Diego, California, with a crew of five (captain, second captain, two deckhands, and a cook).² The vessel had been chartered for a fishing trip lasting a day and a half, and 12 passengers were aboard. The vessel, which had a wood-framed and plywood hull with fiberglass (fiberglass-reinforced plastic) overlay, transited through the night toward Cortes Bank, located about 100 miles west of San Diego. The weather was calm at departure, but according to the captain, in the morning “it started getting a little bumpy.” Winds were 12-15 knots with swells of 3-6 feet.

The vessel arrived at Cortes Bank shortly before 0700 on August 31. The passengers fished at two different locations, but after the crew received word that other vessels were having success catching fish further west, they pulled in their anchor about 1000 and began heading west. Winds had increased to 15-18 knots.

About 1035, as the vessel was transiting at about 6 knots, the captain went through a swell and felt a “little shudder on the boat.” Immediately afterward, the bilge alarms for the chain locker and bunkrooms (the two forwardmost spaces on the vessel) went off, and the automatic bilge pumps for those spaces started and began pumping.

At the same time, one of the deckhands (deckhand 1) and the second captain were standing on the port side, aft of the house, when they saw “a piece of the boat floating down the port side right next to the boat” (see figure 3). Neither crewmember reported hearing or feeling anything related to the piece (section) of the hull separating.

² The *Jig Strike* was regulated under small passenger vessel regulations in [Title 46 Code of Federal Regulations Subchapter T](#).



Figure 3. Large section of hull seen floating as viewed from good Samaritan vessel, *Legend*, near location of *Jig Strike*. (Source: Joshynews, facebook.com)

The second captain went down to the bunkroom and saw that the forward crew bunkroom was completely full of water and the passenger bunkroom (aft) was about ankle deep with water. The second captain notified the captain that the vessel was sinking and the crew and passengers needed to abandon ship. After quickly checking the bunkroom, the captain made a mayday call over VHF radio to nearby vessels and provided the *Jig Strike*'s location.

The crew handed out lifejackets and directed all passengers to move to the stern of the vessel. The second captain and deckhand 1 went to the top of the house to deploy the liferaft. After they got the liferaft into the water, they pulled the painter to deploy it. The liferaft initially deployed upside down, but they were able to turn it over. The captain estimated that within about 5 minutes, all persons on board had evacuated directly into the liferaft (see figure 4).



Figure 4. Crew and passengers evacuated into liferaft as the *Jig Strike* sinks. (Source: Joshynews, facebook.com)

About 5 minutes later, the charter fishing vessel *Legend*, which had received the captain of the *Jig Strike*'s mayday call, arrived and recovered all passengers and crew from the liferaft. The *Jig Strike* sank shortly afterward. The *Legend* transported the passengers and crew of the *Jig Strike* back to San Diego. There were no injuries reported. The vessel was not salvaged and therefore could not be examined.

The captain told investigators that in May 2024, several months before the sinking, a deckhand identified a delamination of the hull above the waterline on the port side forward after one of the *Jig Strike*'s first trips of the season. Deckhand 1, who later witnessed the delamination repairs, described the delamination as being about a 10-foot-long section located about 4 feet down from the rub rail. The repairs were completed by the owner and the captain. The US Coast Guard was not notified about the issue with the hull and therefore did not oversee the repairs as required for an inspected vessel like the *Jig Strike*. According to the Coast Guard, "on multiple occasions from 2005 until vessel sinking, the owner of the *Jig Strike* routinely disregarded notifying attending CG [Coast Guard] inspectors of ongoing repairs."

A condition and valuation survey was completed in December 2021; the surveyor rated the hull and structure of the vessel as "satisfactory." The summary of the survey stated, "The vessel is basically structurally sound but it does exhibit normal deterioration and mechanical deficiencies."

2 Analysis

On August 31, 2024, while transiting on a charter fishing trip about 100 miles west of San Diego, a section of the *Jig Strike*'s hull separated, and the vessel rapidly began taking on water. The crew and passengers evacuated into a liferaft, and the *Jig Strike* sank shortly after.

Partially submerged hazards such as logs and even shipping containers have been identified in the Pacific Ocean off the coast of California. However, according to the captain and other crewmembers, there was no indication that the vessel struck an object as it transited on the morning of the casualty. The vessel was in good water and did not ground. Therefore, it is likely that the exterior fiberglass sheathing for the vessel's hull failed, thus allowing water to penetrate beneath the fiberglass layer. A small delamination of a section of the fiberglass sheathing facing forward could rapidly expand as the vessel moved through the water (seas and swells) as it transited, ultimately causing a larger section of the hull to separate, including portions of the plywood, as seen by the second captain and deckhand 1.

Water can penetrate through cracks, unsealed through-hull fittings, or areas where improper repairs have been made. Several months before the sinking, crewmembers identified a hull delamination above the waterline on the port side, forward. The delamination was repaired by the captain and owner, but the Coast Guard was not notified about the issue and therefore was unable to oversee the repairs to ensure they were completed in accordance with recommended practices for fiberglass hull repairs. Although the vessel was not salvaged, and therefore investigators could not examine the hull to determine the method of failure, it is possible that inadequately completed repairs to the hull contributed to the casualty.

3 Conclusions

3.1 Probable Cause

The National Transportation Safety Board determines that the probable cause of the flooding and sinking of the charter fishing vessel *Jig Strike* was likely an initial delamination of fiberglass hull sheathing that resulted in a large section of the plywood and fiberglass hull separating while the vessel was underway.

Vessel Particulars

Vessel	<i>Jig Strike</i>
NTSB vessel group	Passenger (Charter fishing vessel)
Owner/operator	Sea Adventure 80 Sportfishing Co. (Commercial)
Flag	United States
Port of registry	San Diego, California
Year built	1950
Official number	261117 (US)
IMO number	N/A
Classification society	N/A
Length (overall)	51.6 ft (15.7 m)
Breadth (max.)	18.0 ft (5.5 m)
Draft (casualty)	5.0 ft (1.5 m)
Tonnage	38 GRT
Engine power; manufacturer	2 × 375 hp (280 kW); John Deere 6081AFM75 diesel engines

NTSB investigators worked closely with our counterparts from **Coast Guard Sector San Diego** throughout this investigation.

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For more detailed background information on this report, visit the [NTSB Case Analysis and Reporting Online \(CAROL\) website](#) and search for NTSB accident ID DCA24FM059. Recent publications are available in their entirety on the [NTSB website](#). Other information about available publications also may be obtained from the website or by contacting—

National Transportation Safety Board
Records Management Division, CIO-40
490 L’Enfant Plaza, SW
Washington, DC 20594
(800) 877-6799 or (202) 314-6551