



# Annual report 2012



Bureau d'enquêtes sur les événements de mer

# Annual report 2012

For your information, the official version of this report is written in French language. The translation in English language is proposed to facilitate the reading of this report to those who are not French speakers.

# Year 2012

In 2012, 39 accidents have been taken into account by *BEA*mer. This figure felt slightly in comparison with the previous years while the number of fatalities (people deceased) was back to the level of 2010 after a little decrease in 2011.

In parallel with these investigation and enquiry works, *BEA*mer has carried on the started actions :

➤ **On the international ground with :**

- The transposition of directive 2009/18/EC on the management of marine accident investigations (decree published on 04 May 2012) and the enforcement of the permanent cooperation framework, prescribed by the same directive (PCF meeting n° 1 in March 2012 and PCF meeting n° 2 in November 2012 at EMSA headquarters in Lisbon) ;
- The approval of a common methodology for the accident investigation bodies ;
- The attendance to the Maritime Accident Investigators' Forum and to various seminars.

➤ **On the national ground with :**

- The publication of a study on the specific risks linked to the shooting of the fishing gear (netting and potting) and its circulation in the professional circle;
- Speeches/lectures in various institutes (CEDRE, ENSEM, ENSAM, SEINE PILOTS, ...) aiming to deliver Maritime Safety messages;
- The continuation of the participation in the «SOS stability» program;
- The renewal of *BEA*mer quality management system certification;
- At last, the overview of the recurrent safety recommendations to professional fishermen remains relevant and is again annexed to this report.

L'Administrateur Général des Affaires Maritimes  
Daniel LE DIRÉACH  
Directeur du *BEA*mer

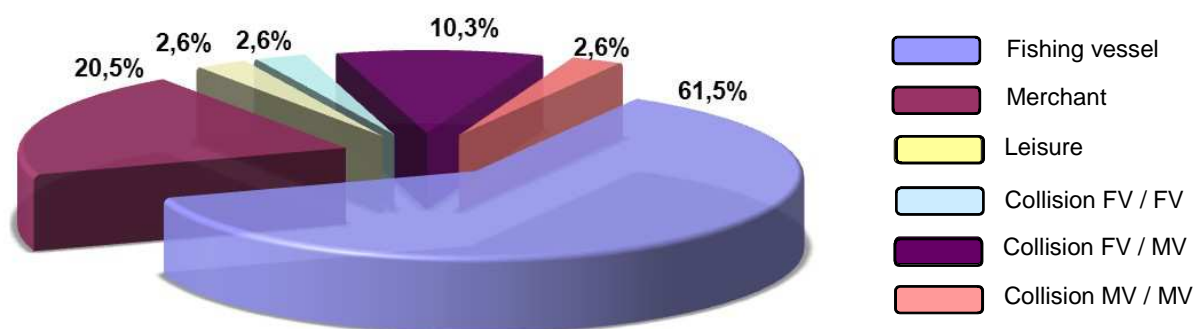


# Overview of the activity

## Year 2012 events

In 2012, the number of accidents (39) taken into account by *BEA mer* was lower than in 2011 (46) and 2010 (49). The number of fatalities (13) was back to the level of 2010 (14) after a fall observed in 2011 (9). It is noted a clear-cut rise of foundering or capsizing of fishing vessels representing 28% of the enquiries or preliminary investigations commenced in 2012.

Fishing vessels were implied in 70 % of the cases, either alone, or with merchant vessels. This percentage had been constant for several years.



Though, more than a hundred of maritime events reported mainly by MRCCs have been examined and have led to the opening of:

- 25 preliminary investigations,
- 14 technical enquiries after accident.

The herebelow table displays the distribution of these various cases sorted by category of event:

### Distribution of events occurred in 2012

Type of accident / Type of vessel	Collision	Maritime work-accident	Capsizing	Mooring lines giving way Contact	Stranding	Man overboard	Fire Explosion	Foundering	Touching the ground	Flooding	Total
Leisure service	-	-	-	-	-	-	1 ETA	-	-	-	1 ETA
Commercial	-	-	-	1 ETA	1 RIP	-	1 ETA 1 RIP	1 ETA	2 ETA 1 RIP	-	5 ETA 3 RIP
Fishing	-	4 ETA	2 RIP	-	2 RIP	2 RIP	3 RIP	2 ETA 8 RIP	-	1 RIP	6 ETA 18 RIP
Fishing - Fishing	1 RIP	-	-	-	-	-	-	-	-	-	1 RIP
Fishing - Commercial	1 ETA 3 RIP	-	-	-	-	-	-	-	-	-	1 ETA 3 RIP
Commercial - Commercial	1 ETA	-	-	-	-	-	-	-	-	-	1 ETA
Fishing - Leisure	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>39</b>

ETA : Technical enquiry after Accident leading to the publication of a technical enquiry report including recommendations.

RIP : Preliminary Investigation leading to the publication of a simplified investigation report including lessons learned.

# The enquiry work

During year 2012, 14 technical enquiries after accident have been launched:

Date	Évent	Description
08.01.2012	<i>JEAN-CLAUDE COULON II</i>	Work-accident on board a 45.92m trawler engaged in fishing in the north-west of Scotland <b>(one fatality)</b> .
17.02.2012	<i>YOGI</i>	Foundering of a 60.20m motoryacht due to a loss of stability after a flooding off Skyros Island in the Aegean Sea.
09.04.2012	<i>PERE MILO / LADY ÖZGE</i>	Collision between a 11.98m fishing vessel and a 112.31m chemical tanker off Belle-Île. Foundering of the fishing vessel <b>(one fatality)</b> .
18.05.2012	<i>BARA PEMDEZ</i>	Foundering of a 9.50m potter in the south-east of Belle-Île due to a breaking wave <b>(two fatalities)</b> .
28.05.2012	<i>TOIRETTE</i>	Foundering of a 9.95m trawler in the Seine Bay as her fishing gear was snagged on an underwater obstruction <b>(one fatality)</b> .
28.07.2012	<i>TORRE GIULIA</i>	Work-accident on board a 81.90m tuna purse seiner engaged in fishing off Seychelles islands <b>(one fatality)</b> .
24.07.2012	<i>ALESSANDRO VOLTA</i>	Explosion of a 6.45m electric service boat in Saint-Quay-Portrieux harbour (one seriously injured).
31.07.2012	<i>GUILLEMOT</i>	19.05m passenger boat touching the ground at the Champ du Port end, Erquy (16 slightly injured).
15.08.2012 14.09.2012	<i>GUYENNE</i>	Two fires in the engine room aboard a 119.85m chemical tanker in the Mediterranean Sea.
22.09.2012	<i>CÔTES DE BRETAGNE / LA SORELLINA</i>	Collision between a 74.90m sand carrier and a 48m passenger river vessel in the Bec d'Ambes area. Foundering of the river vessel.  (joint enquiry with the <i>bureau d'enquêtes sur les accidents de transport terrestre</i> – Land transport accident bureau)
28.10.2012	<i>NAPOLEON BONAPARTE</i>	161.84m laid-up passenger car ferry whose mooring lines gave way in Marseille port bumping the quay leading to the flooding of the engine room and the grounding of the vessel.
13.11.2012	<i>STORM</i>	Death of a diver during his intervention to release the propeller of a 11.91m netter caught in her net in La Baule bay <b>(one fatality)</b> .
14.11.2012	<i>MARION DUFRESNE II</i>	Touching the ground by a 120.50m multi-purpose vessel on a shoal in the approaches of Crozet archipelago resulting in a tear on the hull and a flooding.
25.11.2012	<i>LE SOLITAIRE</i>	Accident due to a breaking wave on board a 17.33m netter moored off Hourtain with damages to the vessel (one seriously injured).

Among the enquiries in progress, 6 technical enquiries after accident had been completed in 2012 and the related reports published online on the website:

[www.beamer-france.org](http://www.beamer-france.org)

Date	Event	Description	Report publication date
26.05.2011	<i>STESSARY</i>	Capsizing of a 7.40m potter off Pirou in the English Channel <b>(one fatality)</b> .	20.03.2012
07.08.2011	<i>AQUA VISTA</i>	Touching the ground by a 17.52m passenger catamaran in Port-Vendres area (11 slightly injured).	11.04.2012
13.08.2011	<i>LE PALAIS</i>	Female passenger overboard from a 29.60m passenger vessel between Houat and Belle-Île.	15.02.2012
20.09.2011	<i>PERE BRIANT</i>	Fire on board a 67.50m tuna purse seiner off Gabon (total loss).	07.08.2012
16.12.2011	<i>TK BREMEN</i>	Stranding of a 109.05m bulk carrier on a beach at Erdevén (total loss).	11.04.2012
08.01.2012	<i>JEAN-CLAUDE COULON II</i>	Work-accident aboard a 45.92m trawler engaged in fishing in the north-west of Scotland <b>(one fatality)</b> .	30.05.2012



# The enquiry work

During year 2012, 25 preliminary investigations after accident have been launched:

Date	Event	Description
18.01.2012	<i>JESSICA LUCIE</i>	Fire and foundering of a 20.35m trawler off Espiguette.
31.01.2012	<i>ALGWASTRE</i>	Foundering of a 9.54m scallop dredger after her fishing gear was snagged on an underwater obstruction in Seine bay <b>(two fatalities)</b> .
07.02.2012	<i>L'ALLELUIA</i>	Foundering of a 12.60m scallop dredger after her fishing gear was snagged on an underwater obstruction off Dieppe.
27.02.2012	<i>PETIT COMEDIEN</i>	Flooding of a 13.00m netter while on passage off Ushant island (total loss).
29.02.2012	<i>TREC'HER</i>	Stranding on Batz Island of a 19.50m trawler on her way back from fishing area (total loss).
18.04.2012	<i>CMA CGM CHOPIN</i>	Stranding of a 277.00m container ship passing through the Suez canal.
22.04.2012	<i>SALVATORE CAFIERO / NAUSICAA</i>	Collision between a 225.00m Italian bulk carrier and a 24.00m trawler in the English Channel western approaches.
05.05.2012	<i>LA POMME</i>	Capsizing after her fishing gear was snagged on an underwater obstruction of a 8.30m netter in the approaches of Saint-Aubin-Sur-Mer <b>(two fatalities)</b> .
16.05.2012	<i>LE MARSYLIEN</i>	Capsizing due to a breaking wave of a 11.00m netter on La Coubre shallow waters with two men overboard <b>(one fatality)</b> .
17.05.2012	<i>HAURA</i>	Flooding and foundering of a 12.80m netter off Mimizan.
05.06.2012 03.07.2012	<i>ROSE DES VENTS</i>	Two successive fires aboard a 10.05m trawler in Quiberon bay.
21.06.2012	<i>CHRISTELLE MIKAEL</i>	Capsizing due to a breaking wave of a 9.39m seaweed gatherer inward bound to Argenton.
04.07.2012	<i>LILY FRANCOIS</i>	Capsizing and foundering of a 8.55m off Espiguette.
21.09.2012	<i>LES VIKINGS II</i>	Stranding of a 20.80m inward bound trawler on a beach at La Turballe.
05.08.2012	<i>VIVALDI / LE BARON</i>	Collision between two 22.80m pelagic trawlers during fishing manoeuvres in the south of Ireland (one seriously injured).
25.09.2012	<i>NEREE</i>	Foundering due to a breaking wave of a 7.00m troller in Les Glenan.
27.09.2012	<i>ALYA / KAPITAN ZHIKHAREV</i>	Collision between a 24.90m trawler and a 90m multi-purpose cargo vessel off Portsall.

19.10.2012	<i>MEN BRIAL</i>	Fire aboard a 11.93m in the approaches of Jard-sur-Mer.
22/10/2012	<i>FEE DES MERS</i>	Foundering due to a heavy list of a 9.70m trawler inward bound in the approaches of Berneval-le-Grand.
23/10/2012	<i>SAINT SIFFREIN</i>	Touching the ground by a 23.20m passenger vessel while going alongside at Saint-Honorat Island (several slightly injured).
01/11/2012	<i>CHIMERE</i>	Man overboard from a 9.72m troller due to a breaking wave in the approaches of Ushant.
09/11/2012	<i>PURHA / BILLABONG</i>	Collision between a 16.50m trawler engaged in fishing and a 169.50m tanker vessel off Belle-île island.
25/11/2012	<i>SAINT-TUDY</i>	Fire on a shaft block aboard a 44.50m passenger ferry in the approaches of Groix island.
10/12/2012	<i>BOSCO</i>	Man overboard from a 9.81m potter engaged in fishing off Chemoulin <b>(one fatality)</b> .
18/12/2012	<i>LE PETIT CORSE</i>	Foundering of a 11.92m netter engaged in fishing in the approaches of Audierne.

26 simplified reports have been published online on the website:

[www.beamer-france.org](http://www.beamer-france.org)

They were related to the following events :

Date	Event	Description	Simplified report publication date
16.02.2011	<i>MAUPITI EXPRESS 2</i>	Stranding of a 20.50m passenger vessel while on passage at Huahine in the French Polynesia.	06.01.2012
25.02.2011	<i>LHASSA</i>	Fire aboard a 11.93m trawler engaged in fishing in the approaches of Les Glénan.	06.01.2012
28.02.2011	<i>KEVIN II</i>	Stranding of a 18,50m trawler sailing out of the port of Lorient.	14.06.2012
24.03.2011	<i>L'ASSUNTA II</i>	Flooding and foundering of a 24.95m trawler engaged in fishing off Sète.	11.01.2012
06.05.2011	<i>LA RETRAITE II</i>	Capsizing of a 11.30m oyster-farming barge operating on the Banc d'Arguin.	11.01.2012
12.05.2011	<i>CROIX DU SUD 1</i>	Stranding of a 54.30m troller while on passage in Kerguelen Islands.	15.02.2012
24.06.2011	<i>PETIT AUGUSTE ET CIE / CASCADEUR</i>	Collision between a 6.50m sailing boat and a 14.35m trawler engaged in fishing off Penmarc'h.	06.01.2012
17.06.2011	<i>CHEPHREN</i>	Fire aboard a 20.40m trawler engaged in fishing in the bay of Audierne.	06.01.2012
28.06.2011	<i>BELLE ILIENNE</i>	Foundering of a 10.28m seaweed gatherer inward bound in the Iroise Sea.	11.01.2012
04.07.2011	<i>LA PETITE LOU</i>	Foundering of a 9.25m multi-purpose fishing launch while on passage in the bay of Saint-Brieuc.	08.03.2012
11.07.2011	<i>ANTHEUS</i>	Capsizing and foundering of a 11.97m dredger in the approaches of Saint-Vaast-La-Hougue.	15.02.2012
19.07.2011	<i>JEAN RICCIARDI</i>	Stranding and foundering of a 24.90m trawler sailing out of the port of Sète.	15.02.2012
26.07.2011	<i>TERRE NEUVE</i>	Foundering after her fishing gear was snagged on an underwater obstruction of a 11.47m trawler off Penmarc'h.	25.06.2012
21.09.2011	<i>STENACA</i>	Flooding and foundering of a 14.00m trawler in the approaches of Antifer.	05.01.2012

09.10.2011	<i>PETITE FLEUR</i>	Missing man from a 19.50m trawler engaged in fishing off Penmarc'h. <b>(one fatality)</b> .	25.06.2012
30.10.2011	<i>OCTOPUSSY VII</i>	Capsizing of a 5.45m leisure launch in the approaches of Oléron island. <b>(two fatalities)</b> .	05.01.2012
31.10.2011	<i>LE MERITUM</i>	Fire aboard a 9.61m trawler-dredger engaged in fishing in the approaches of Chausey islands.	05.01.2012
18.12.2011	<i>FABRICE-DANIEL</i>	Foundering after a fire aboard a 22.00m trawler engaged in fishing in the approaches of Antifer.	21.03.2012
31.01.2012	<i>ALGWASTRE</i>	Foundering after her fishing gear was snagged on an underwater obstruction of a 9.54m trawler-dredger in the Seine bay <b>(two fatalities)</b> .	16.05.2012
07.02.2012	<i>L'ALLELUIA</i>	Foundering after her fishing gear was snagged on an underwater obstruction of a 12.60m trawler-dredger off Dieppe.	16.05.2012
27.02.2012	<i>PETIT COMEDIEN</i>	Flooding of a 13.00m netter while on passage and total loss off Ushant island.	14.06.2012
29.02.2012	<i>TREC'HER</i>	Stranding on Batz Island of a 19.50m inward bound trawler (total loss).	04.12.2012
18.04.2012	<i>CMA CGM CHOPIN</i>	Stranding of a 277.00m container ship passing through the Suez canal.	04.12.2012
05.05.2012	<i>LA POMME</i>	Capsizing after her fishing gear was snagged on an underwater obstruction of a 8.30m netter in the approaches of Saint-Aubin-Sur-Mer <b>(two fatalities)</b> .	03.12.2012
16.05.2012	<i>LE MARSYLIEN</i>	Capsizing due to a breaking wave of a 11.00m netter on La Coubre shallow waters with two men overboard <b>(one fatality)</b> .	26.10.2012
17.05.2012	<i>HAURA</i>	Flooding and foundering of a 12.80m netter off Mimizan.	26.10.2012

## The studies

The following studies have been carried on or completed in 2012 :

- The risk of falling overboard from netters, when shooting the fishing gear (in partnership with the *Institut Maritime de Prévention* (Maritime Prevention Institute) and the professional organizations). The leaflet had been circulated to the professionals and published on the website.
- The *Délégation Générale de l'Armement* (Defence Armaments Procurement Agency), hydrodynamics research department, achieved the two first modules of an extensive study of the circumstances which led to the foundering of *L'EPAULARD*, a 19.50m trawler (intact stability study and a parametric study based on temporal simulations). The third module should be delivered at the end of the first semester of 2013.
- In parallel, the enhancement of the stability simulator, already delivered by the SIREHNA company, has been carried on, in liaison with project «SOS stability», managed in partnership with *BEAmer*, and with the study of the scenarios which led to the foundering of the trawler *L'EPAULARD*.

# The recommendations

In the 6 technical enquiry reports published during year 2012, *BEA*mer issued 32 recommendations made to:

- administrations and maritime authorities (14),
- owners of the concerned vessels (5),
- owners, skippers and crews (12),
- vessel designers or equipment providers (1).

They were distributed in the following categories :

## 1 – FISHING VESSELS

### **Best professional practices**

- identify safety at work enhancement measures

### **Communications, language**

- provide a specific communication device linking the bridge and the after deck during hazardous situations.

### **Fishing vessels shiphandling**

- be watchful for the sea conditions and take into account the limits of the vessel.

### **Life-saving appliances, survival, rescue**

- make the life-saving appliances more efficient (liferafts, design, location, use),
- design hydrostatic release unit working at a shallow immersion (1 meter).

### **Fire**

- ensure the detection of a fire in the engine room even on board a non-automated vessel,
- secure the actuation of the permanent fire-fighting system (CO2) outside the machinery casing,
- make possible to close the engine room ventilation circuit,
- ensure a fast reconditioning of a multi-purpose pump for use as a fire pump.

<b>Vessel design</b>	<ul style="list-style-type: none"> <li>- make the regulatory requirements for the vessel stability at the larger angles evolve,</li> <li>- approve specific filling apparatus for tuna purse seiner skiffs fuel tanks.</li> </ul>
<b>Vessel / equipments : maintenance, modifications</b>	<ul style="list-style-type: none"> <li>- enforce the declaration of the modifications done to the vessel and/or to her arrangements</li> <li>- check the reality of the nominal engine power.</li> </ul>
<b>Machinery : organization and watchkeeping</b>	<ul style="list-style-type: none"> <li>- keep the watch 24h/day in the engine room aboard non-automated vessels.</li> </ul>

## 2 – COMMERCIAL SHIPPING

<b>Best professional practices</b>	<ul style="list-style-type: none"> <li>- make patrols on a regular basis aboard small passenger vessels,</li> <li>- (reminder) use all the navigational aid equipments available and consistently correlate the information.</li> </ul>
<b>Communications, language</b>	<ul style="list-style-type: none"> <li>- (reminder) respect GMDSS procedures for emergency and safety communications.</li> </ul>
<b>Crew</b>	<ul style="list-style-type: none"> <li>- check the crews' medical capacity for the type of navigation.</li> </ul>
<b>Administration in charge of the buoyage system</b>	<ul style="list-style-type: none"> <li>- put in place an isolated danger mark.</li> </ul>
<b>Training, drill</b>	<ul style="list-style-type: none"> <li>- perform safety drills on a regular basis,</li> <li>- add to the "captain 200" curriculum a crisis management on board passenger vessels training.</li> </ul>
<b>Management, ISM, crisis management, fail soft mode</b>	<ul style="list-style-type: none"> <li>- enhance the safety demonstration announcement to the passengers at the beginning of the voyage,</li> <li>- set up safety management procedures aboard small passenger vessels inspired by the ISM code,</li> <li>- be able to know with certainty the actual number of passengers on board.</li> </ul>

**Vessel design**

- give priority to bulwark door opening inward for the building up or the modification in order to prevent fall overboard.

**Vessel / equipments :  
maintenance, modifications**

- enforce the declaration of the modifications done to the vessel

**VTS, shore authorities**

- set up a regulation for the port waiting anchorage area,
- introduce in the French regulation legal provisions stating that in case of exceptionally severe weather conditions would be compulsory the notification to the masters, by the port authority, of the local meteorological situation and in return the information of the harbour master by the master of his intentions.

### 3 – PROFESSIONAL YACHTING

Void statement.

Attached is the comprehensive list of the recommendations with the references of the related events.



## Conclusion

As for the previous years, a large part of the reports published during year 2012, related to events occurred between February 2011 and February 2012 concerned the fishing sector.

In the maritime fishing sector, the recurrent character of a number of accident factors (lookout, professional practices, emergency situations, training, etc.) has driven *BEA*mer to recapitulate, from the reports published during the last years, its recommendations.

The overview of these observations, still relevant, is attached herebelow.

## **RECOMMENDATIONS AND ESSENTIAL REMINDERS**

### **ASSESSMENT OF FIVE YEARS OF FISHING SECTOR ACCIDENTS**

These safety recommendations, which could appear to be obvious at first sight, are the result of *BEAMer* enquiry work on more than a hundred of accidents over the last years. There are a dozen of them, and yet they are the basic principles that if they were enforced would enhance dramatically the safety of the vessels and of their crews. They are for the most of them aimed at the professional behaviours and practices and are not destined to be substituted for the regulations in force.

#### **The lookout**

A watchful lookout do not tolerate any interruption. Moreover it should be done by sailors physically fit for this task and well-rested enough.

#### **The navigation**

Navigation is a job that has to be learnt. Any man on watch should have a minimum knowledge about the:

- respect of COLREGs,
- use of bridge navigational equipments,
- navigation monitoring.

#### **Man overboard**

The fall overboard is an absolute emergency situation. The survival probability comes from:

- the quality of the crew reaction : don't wait for the accident to get trained for the retrieval manoeuvre,
- the IFD wearing (with warning light).

## **Fishing gear snagged on an underwater obstruction**

Having the fishing gear snagged on an underwater obstruction is not dangerous by itself, but by the process used to get free. Routine can drive skippers to underestimate the dangerousness of the situation.

The identified risk is most often to overstep the capacities of the vessel during the fishing gear retrieval manoeuvres:

- warp strength too strong and winch power outsized,
- reduction of the stability due to the pulling effect, worsened in case of breaking of one of the warps,
- inappropriate and/or excessive use of the propulsion,
- squatting and flooding with heavy following sea (particularly if doors are not closed and bulwark ports blocked).

Any sailor who could become a skipper of a trawler or a dredger should be specifically trained.

## **The stability – the openings**

The risk of free surface effect due to the presence of water on the deck(s) and the dramatic loss of stability which results of this, is underestimated. Seas should drain away quickly through the freeing ports and should not flood the spaces shut by doors or hatches left opened.

Apart from having the fishing gear snagged on an underwater obstruction, the loading of heavy weights in the trawl (suspended weight) has often tragic consequences, especially when the power of the trawl reels is outsized.

## **Stern to the sea navigation**

The navigation with a heavy following sea put the vessel in a tricky situation. In this case, the decision to alter course or to change destination in order to minimise the risk has to be made.

## **The flooding**

Wooden vessels are more vulnerable. The hull is less resistant to bumps and the subdivision insufficient, even inefficient due to repairs or minor modifications (bulkhead cable pass through, or outsized pipes pass through and not watertight pass through), or nonexistent.

A very careful attention has to be paid to maintenance : pipes, sea connections, etc.

Water level alarms have to be tested very often and never neutralised.

The crew should have a perfect knowledge how to operate the built-in and mobile pumping assets.

## **The fire**

The main cause of fire is the projection of fuel or oil on the exhaust pipes, it is necessary to check regularly the state of the couplings and to put in place protective screens.

The detection system have to be operational.

The crew should be trained to operate the available confinement and extinction means. The complement should have sailors trained for fire-fighting

## **The emergency and the abandonment**

In case of emergency, it is vital to respect the procedures and to contact the MRCC first, as it is the only one able to operate the rescue assets, coming from shore or already on-scene.

The crew has to know precisely the location of the individual and common safety equipments and how to use them.

# RECOMMENDATIONS ISSUED IN THE REPORTS PUBLISHED IN 2012 AND FOLLOW-UP ACTIONS

PREVENTION ORIENTATION	RECOMMENDATION	EVENT	NATURE OF THE EVENT	ADDRESSEE OF THE RECOMMENDATION
<b>Buoyage, cartography, tide</b>	Put in place a mark to signal the danger represented by the submerged rocks in the eastern continuation of Cape Oullestrell.	AQUA VISTA	Touching the ground by a passenger launch	ADMINISTRATION IN CHARGE OF BUOYAGE
<b>Best professional practices</b>	Enhance and formalise the procedure of hooking the trawl and insert it in the <i>DUP</i> (Fishing vessel safety folder) : identification of hazardous area and exposed positions, hook handling, winches operation...	JEAN-CLAUDE COULON II	Fatal work-accident aboard a fishing vessel	TRAWLER OWNERS
	Patrols made by the skipper, chief engineer or hands should be done on a regular basis and seriously. Upon completion the roundsman has to record the time of the beginning, of the end and his observations.	LE PALAIS	Fall overboard of a female passenger from a passenger vessel	SKIPPER AND CREWS OF SMALL PASSENGER VESSELS
	One have to (cf. COLREGs) use all the navigational aid equipments available and consistently correlate the information.	AQUA VISTA	Touching the ground by a passenger launch	SKIPPER AND OFFICERS OF THE WATCH
<b>Communications, language</b>	Provide a specific communication device linking the bridge and the after deck during hazardous situation.	JEAN-CLAUDE COULON II	Fatal work-accident aboard a fishing vessel	TRAWLER OWNERS
	It is paramount to respect GMDSS procedures for emergency or safety communications.	AQUA VISTA	Touching the ground by a passenger launch	SKIPPER AND OFFICERS OF THE WATCH
<b>Fishing vessel shiphandling</b>	One should be particularly watchful for the sea conditions in order to manage a safe return on an exposed beach.	STESSARY	Capsizing of a fishing vessel	CONCERNED FISHING VESSEL SKIPPER
	It is essential to take into account the technical limitations of the vessel, particularly if she has a planning hull and though a lesser stability.	STESSARY	Capsizing of a fishing vessel	CONCERNED FISHING VESSEL SKIPPER

<b>Crew</b>	Make sure of the aptitude of the sailors on board this type of vessel manned for «commercial shipping» (avoid to have on board sailors with restricted aptitude as «shellfishery - coastal fishing»).	LE PALAIS	Fall overboard of a female passenger from a passenger vessel	ADMINISTRATION
<b>Life-saving appliances survival rescue</b>	<p>Modify the regulation regarding rescue boats in order to require really seaworthy boats having enough power.</p> <p>Study, in liaison with the Administration in charge of the vessel safety, hydrostatic release units working at shallow immersion (1 meter), and though adapted to unsinkable vessels.</p>	<p>JEAN-CLAUDE COULON II</p> <p>STESSARY</p>	<p>Fatal work-accident aboard a fishing vessel</p> <p>Fishing vessel fully capsized (one fatality)</p>	<p>ADMINISTRATION IN CHARGE OF REGULATION</p> <p>LIFERAFTS AND BEACONS MANUFACTURERS</p>
<b>Training drill</b>	<p>Safety drills have to be done on a regular basis and recorded.</p> <p>Increase, in the "captain 200" curriculum, the training to crisis management aboard passenger vessels.</p>	<p>LE PALAIS</p> <p>AQUA VISTA</p>	<p>Fall overboard of a female passenger from a passenger vessel</p> <p>Touching the ground by a passenger launch</p>	<p>SKIPPERs AND CREWS OF SMALL PASSENGER VESSELS</p> <p>ADMINISTRATION IN CHARGE OF MARITIME TRAINING</p>
<b>Fire</b>	<p>Require, on board non-automated vessels, a fire detection in the engine room.</p> <p>Secure the actuation of the permanent fire-fighting system (CO2) outside the machinery casing.</p> <p>Systematically check, during the visits the good working of the shutters and other devices designed for the confinement of the engine room and that at any time the shutters of the machinery casing are working.</p> <p>Check the accessibility to the devices, valves etc. allowing to recondition the fire pump when it is a multipurpose pump.</p>	<p>PERE BRIANT</p> <p>PERE BRIANT</p> <p>PERE BRIANT</p> <p>PERE BRIANT</p>	<p>Fire then foundering of a tuna purse seiner</p> <p>Fire then foundering of a tuna purse seiner</p> <p>Fire then foundering of a tuna purse seiner</p> <p>Fire then foundering of a tuna purse seiner</p>	<p>ADMINISTRATION IN CHARGE OF REGULATION</p> <p>ADMINISTRATION IN CHARGE OF REGULATION</p> <p>ADMINISTRATION IN CHARGE OF REGULATION</p> <p>ADMINISTRATION IN CHARGE OF REGULATION</p>

<b>Management, ISM crisis management, fail soft mode</b>	Enhance the safety demonstration announcement to the passengers at the beginning of the voyage, (common and individual life-saving equipments, safety procedures).	LE PALAIS	Fall overboard of a female passenger from a passenger vessel	SKIPPERS AND CREWS OF SMALL PASSENGER VESSELS
	Aboard passenger vessels, unless exemption, the number of passengers has to be known and reported on the ad hoc document.	AQUA VISTA	Touching the ground by a passenger launch	SKIPPERS OF SMALL PASSENGER VESSELS
	Put in place, whatever are the age and the type of passenger vessels engaged in a national navigation, safety management procedures, approved par the administration. These one would aim particularly at the mode of headcount and recording of the passengers, at the familiarisation of the crew with the equipments and at the crisis management drills on a regular basis. In the case of a seasonal activity, measures should be taken to activate these provisions before the beginning of the activity.	AQUA VISTA	Touching the ground by a passenger launch	NON – ISM PASSENGER VESSEL OWNERS
	Require an ISM inspired approach, simplified and tailor-made for small passenger vessels. This requirement would concern in particular : identification of the company, contacts ashore and on board, skippers' and crews' training, passengers headcount, safety drills, logbooks and recordings, crisis management.	AQUA VISTA	Touching the ground by a passenger launch	ADMINISTRATION IN CHARGE OF REGULATION
<b>Vessel design</b>	approve specific filling apparatus for tuna purse seiner skiffs fuel tanks including particularly the separation and the protection of the circuits, anti fuel spillage systems and safety engine cut systems.	PERE BRIANT	Fire then foundering of a tuna purse seiner	ADMINISTRATION IN CHARGE OF REGULATION
	Give priority to bulwark door opening inward for the building up, rather than outward.	LE PALAIS	Fall overboard of a female passenger from a passenger vessel	OWNERS
	make the regulatory requirements for the small fishing vessel stability at the larger angles evolve.	STESSARY	Fishing vessel fully capsized (one fatality)	ADMINISTRATION IN CHARGE OF REGULATION

<b>Vessel / equipments : maintenance, modifications</b>	Any modification must imperatively be done with the agreement and under the control of the <i>Centre de sécurité des navires</i> (vessel safety center). (2 recommendations)	LE PALAIS	Fall overboard of a female passenger from a passenger vessel	OWNERS
	Give priority to bulwark door opening inward for the building up, rather than outward	STESSARY	Fishing vessel fully capsized (one fatality)	OWNERS
	Agreed engine power have to be respected.	LE PALAIS	Fall overboard of a female passenger from a passenger vessel	OWNERS
	It is important to check that the actual engine power fitted aboard a vessel is in compliance with the regulation and with the fixed limits.	STESSARY	Fishing vessel fully capsized (one fatality)	OWNERS
		STESSARY	Fishing vessel fully capsized (one fatality)	ADMINISTRATION (VESSEL SAFETY CENTRE)
<b>Machinery : organization and watchkeeping</b>	Except for so called automated vessels, that is to say fitted with devices likely to simplify the technical conditions of navigation and of shiphandling according to the terms of decrees 77-794 from 8 July 1977 and 84-810 from 30 August 1984, it is compulsory, at sea, to keep really a 24 hour a day engine watch.	PERE BRIANT	Fire then foundering of a tuna purse seiner	OWNERS AND SKIPPER
<b>VTS, shore authorities</b>	introduce in the French regulation legal provisions from directive EC 2002/59, article 18, paragraphs 1 a) et 2 stating that in case of exceptionally severe weather conditions would be compulsory : -the notification to the masters, by the port authority, of the local meteorological situation - in return the information of the harbour master by the master of his intentions.	TK BREMEN	Stranding of a bulk carrier with total loss	ADMINISTRATION IN CHARGE OF PORT REGULATION
	set up a regulation for the port waiting anchorage area: definition, status, monitoring and intervention	TK BREMEN	Stranding of a bulk carrier with total loss	SHORE AND MARITIME ADMINISTRATIONS



## RECOMMENDATIONS FOLLOW-UP ACTIONS :

About the follow-up action, by the administration, to the recommendations issued in the technical enquiry final reports, an assessment is done every six months by a *Comité d'Analyse Technique et de Suivi* (technical analysis and follow-up committee), chaired by the *directeur des affaires maritimes* (maritime administration director).

These last years, they have notably contributed to the evolution of the regulation for the safety of the fishing vessels in fields as:

- the requirement to fit small crafts with class V pro liferafts ;
- the requirement to fit more than 10m long vessels with AIS (Automatic Identification System) ;
- the requirement to wear an individual floating device (IFD) ;
- the requirement to fit the holds with a water level alarm system.



Ministère de l'Écologie, du Développement durable et de l'Énergie

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