



Report of safety investigation

***BLACK SAMBUCCA  
ANTHINEAS***

Bureau d'enquêtes sur les événements de mer

# Report of safety investigation

## **COLLISION**

**between the British yacht**

## **BLACK SAMBUCCA**

**and the French fishing vessel**

## **ANTHINEAS**

**on 17 October 2008**

**off Les Sables d'Olonne**



## Warning

This report has been drawn up according to the provisions of Clause III of Act No.2002-3 passed by the French government on 3rd January 2002 and the decree of enforcement No.2004-85 of 26th January 2004 relating to technical investigations after marine casualties and terrestrial accidents or incidents and in compliance with the “Code for the Investigation of Marine Casualties and Accidents” laid out in Resolutions A.849(20) and A.884(21) adopted by the International Maritime Organization (IMO) on 27/11/97 and 25/11/99.

It sets out the conclusions reached by the investigators of the *BEA*mer on the circumstances and causes of the accident under investigation.

In compliance with the above mentioned provisions, the analysis of this incident has not been carried out in order to determine or apportion criminal responsibility nor to assess individual or collective liability. **Its sole purpose is to identify relevant safety issues and thereby prevent similar accidents in the future.** The use of this report for other purposes could therefore lead to erroneous interpretations.

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## Abbreviation list

<b>BEAmer</b>	:	Bureau d'enquêtes sur les évènements de mer
<b>MRCC</b>	:	Maritime Rescue Coordination Centre
<b>SITREP</b>	:	Situation Report
<b>IMOCA</b>	:	International 60 feet Monohull Open Class Association
<b>UTC</b>	:	Universal Time Coordinated
<b>COLREG</b>	:	Collision regulations
<b>iot</b>	:	in order to

# 1 SOURCES

Skipper reports, crew interviews, MRCC Etel SITREP.

# 2 VESSELS & CREWS

**BLACK SAMBUCCA** (*HUGO BOSS*) : 60 feet IMOCA racing sailing yacht, was due to take part in the "Vendée Globe" ocean race.

Skipper, 33 year old, ocean race professional skipper.

Boat Captain, 29 year old, professional skipper.

Crew, holds a Yachtmaster diploma since 2003, high level regatta crew member, experienced skipper for yacht deliveries, rigger in "Thomson racing team".

**ANTHINEAS** : 22.90 m iron trawler built in 1991, 220 MT loaded displacement, 498 kw engine, registered in Les Sables d'Olonne (LS 753559), owner "Armement Coopératif Artisanal Vendéen".

Skipper : 42 year old, holds all required certificates since 2003 and is able to perform his duty in accordance with the STCW Convention. Former skipper of the trawler *LES BARGES*.

Chief officer : 32 year old, holds all required certificates since 2000 & 2005 and is able to perform his duty in accordance with the STCW Convention.

Crew : 32 year old hold all required certificates and is able to perform his duty in accordance with the STCW Convention and 42 year old, Portuguese, no qualification.

# 3 SEQUENCE OF EVENTS

Local time : **UTC +1**

On **17 October 2008**,

**Weather conditions** : clear night, full moon, good visibility, easterly (080) wind 13 kts, sea state 2, high water at 05h38, tide coefficient 103.

**02h30** : *ANTHINEAS* is hauling in its fishing gear.

**02H40** : *BLACK SAMBUCCA* skipper hands over the watch to the crew member : yacht not making way, lying head to the wind, mainsail up, engine off, displaying a tricolour masthead

light, a masthead white strobe light, a mast spotlight lighting the foredeck and two deck spotlights to light up the mainsail (iot check the mainsail adjustment), AIS, radar and radar transponder on. Seven other 60' IMOCA are adrift in the bay waiting for the tide to enter the port. Many fishing vessels are entering or sailing out of the port, many others are fishing a few miles off. The man on watch shares his time between the cockpit to lookout properly and inside at the chart table to check the position.

**03h00** : *ANTHINEAS* gets underway towards Les Sables d'Olonne Harbour. The Skipper is on watch on the bridge, sitting on the watch armchair, shore detections and transponder emissions are cluttering both radar displays.

**03h09** : Shortly before collision time, *BLACK SAMBUCCA* man on watch realises that one of the fishing vessels he thought to be getting off, is actually very close (<200 m) on a collision route. He shouts to start the engine, but unfortunately everybody below deck is sleeping...

**03h10** : *ANTHINEAS* collides with *BLACK SAMBUCCA*. Her skipper has not seen the yacht before the collision. He reverses the engine full astern, then gets underway to circle back to the yacht. Position 46°27,419 N - 001°47,438 W.

## 4 CONSEQUENCES

The yacht has two broken bulkheads, a five meter portion of the starboard hull damaged, she is dismasted and the mast broken in two parts, shrouds have been cut.

*BLACK SAMBUCCA* was able to start her engine and got underway towards the port on her own.

There are no apparent damage on *ANTHINEAS*.

## 5 OBSERVATIONS

### Radars

*BLACK SAMBUCCA* radar is useless because its display is cluttered by the emissions of its transponder which is emitting almost continuously due to the heavy traffic.



*ANTHINEAS* two radar displays are also cluttered by shore echoes and echoes generated by the yacht transponders. Only specific adjustments according to the situation and a qualified dedicated operator could make the radar useful in such an environment.

### **Look-out**

On *BLACK SAMBUCCA* it is necessary to stand up in the cockpit to maintain a proper look-out due to the height of the dog house. The man on watch was seemingly more concerned by the drift control than by the look-out and he has probably spent more time inside than outside.

On *ANTHINEAS* bridge, when the man on watch is sitting on the watch armchair, his angle of view is very narrow vertically : about 3° above the horizontal and 2° under. Consequently a yacht masthead tricolour light at 30 meters above the waterline disappears from sight at a distance of about 500 meters ahead. In the horizontal plan, the angle of view extends from port 78° to starboard 102° (between the skipper cabin and the bridge back wall). A proper out-look can be maintained only if the man on watch stands in the fore part of the bridge, from where he can neither have a look on the radar displays nor check the navigation computer display.

### **Navigation and working lights**

*BLACK SAMBUCCA* was displaying a tricolour masthead light, a masthead white strobe light, both at about 30 meters above the water line, in addition there was a mast spotlight lighting the foredeck. The mainsail which is black with two large white letters was lit by two deck spotlights (not check the mainsail adjustment, not to draw attention). As the yacht was not making way, navigation lights were not convenient.

*ANTHINEAS* was displaying legal navigation lights and aft from the bridge two halogen work light which have an amber colour. The two fore white work light were lit up only after the collision.

### **Nautical information**

Fishermen have not been informed of the estimate days and times of arrival of the various competitors.

## 6 RECOMMENDATIONS

The *BEA*mer recommends:

- The look-out has to be maintained in accordance with COLREG 5.
- On-board *ANTHINEAS* the look-out should be maintained from the fore part of the bridge in heavy traffic area.
- The masthead tricolour navigation light is particularly well adapted to anti-collision with large merchant vessels. On the contrary with small crafts, in close situation, it is fitted at such a height that it is difficult to identify it. It is even impossible to see it from covered bridge like the one of *ANTHINEAS*. Additional navigation lights fitted on the fore and aft balconies could be added in heavy traffic areas and port approaches.
- Before any nautical rally leading to the gathering of yacht delivered by minimum crews, the organisation should transmit a notice to mariners and if necessary to escort these yachts from the bay to the port.

## **APPENDIXES**

**A. Decision to hold an enquiry**

**B. Photographs & design**

## **Appendix A**

### **Decision to hold an enquiry**



D É C I S I O N

**Le Ministre de l'Écologie, de l'Énergie, du Développement Durable et de l'Aménagement du Territoire;**

- Vu** la loi n° 2002-3 du 3 janvier 2002 relative aux enquêtes techniques après événements de mer ;
- Vu** le décret n° 2004-85 du 26 janvier 2004 relatif aux enquêtes techniques après événement de mer, accident ou incident de transport terrestre ;
- Vu** le décret du 09 septembre 2008 portant délégation de signature (Bureau d'enquêtes sur les événements de mer) ;
- Vu** le décret du 09 juin 2008 portant nomination du Directeur du Bureau d'enquêtes sur les événements de mer ;
- Vu** le SITREP DIV OMI 1062 établi le 17 octobre 2008 par le CROSS Etel ;

D E C I D E

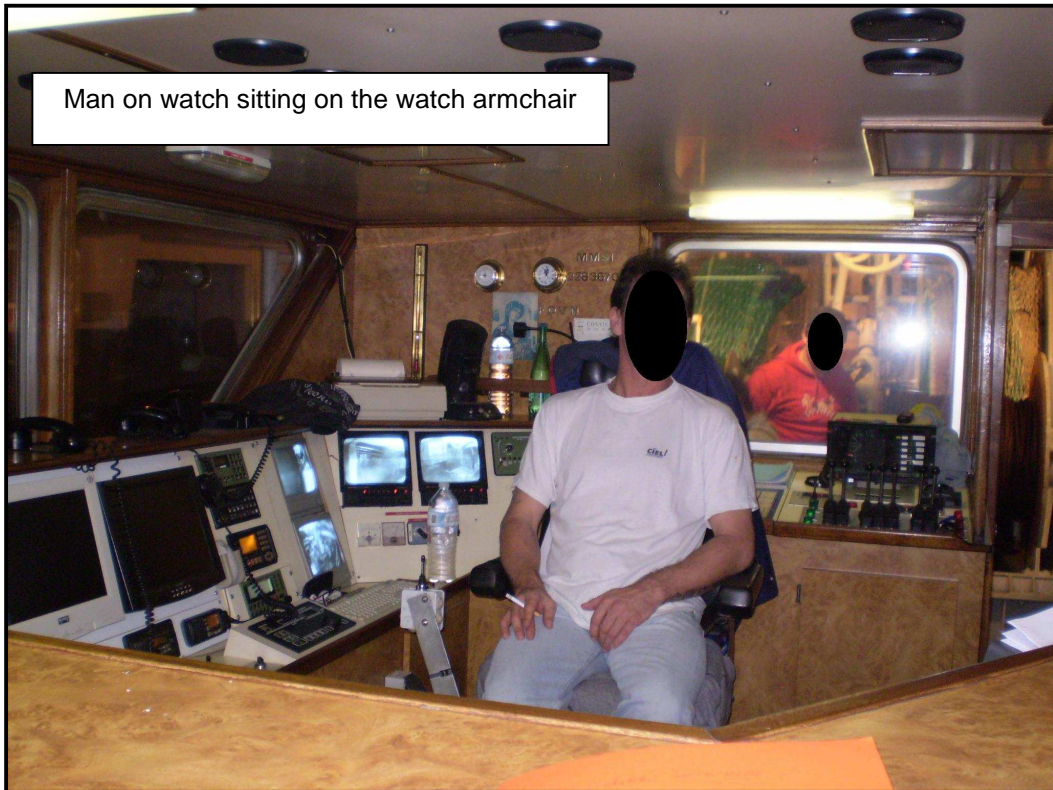
**Article 1 :** En application de l'article 14 de la loi sus-visée, une enquête technique est ouverte concernant l'abordage du voilier *BLACK SAMBUCCA* par le chalutier *ANTHINEAS* survenu le 17 octobre 2008 au large des Sables d'Olonne.

**Article 2 :** Elle aura pour but de rechercher les causes et de tirer les enseignements que ces événements comportent pour la sécurité maritime, et sera menée dans le respect des textes applicables, notamment le titre III de la loi sus-visée et la résolution MSC.255 (84) de l'Organisation Maritime Internationale.

Pour le Ministre et par délégation  
le Directeur par intérim du BEAmer  
Germain Verlet

## **Appendix B**

### **Photographs & design**

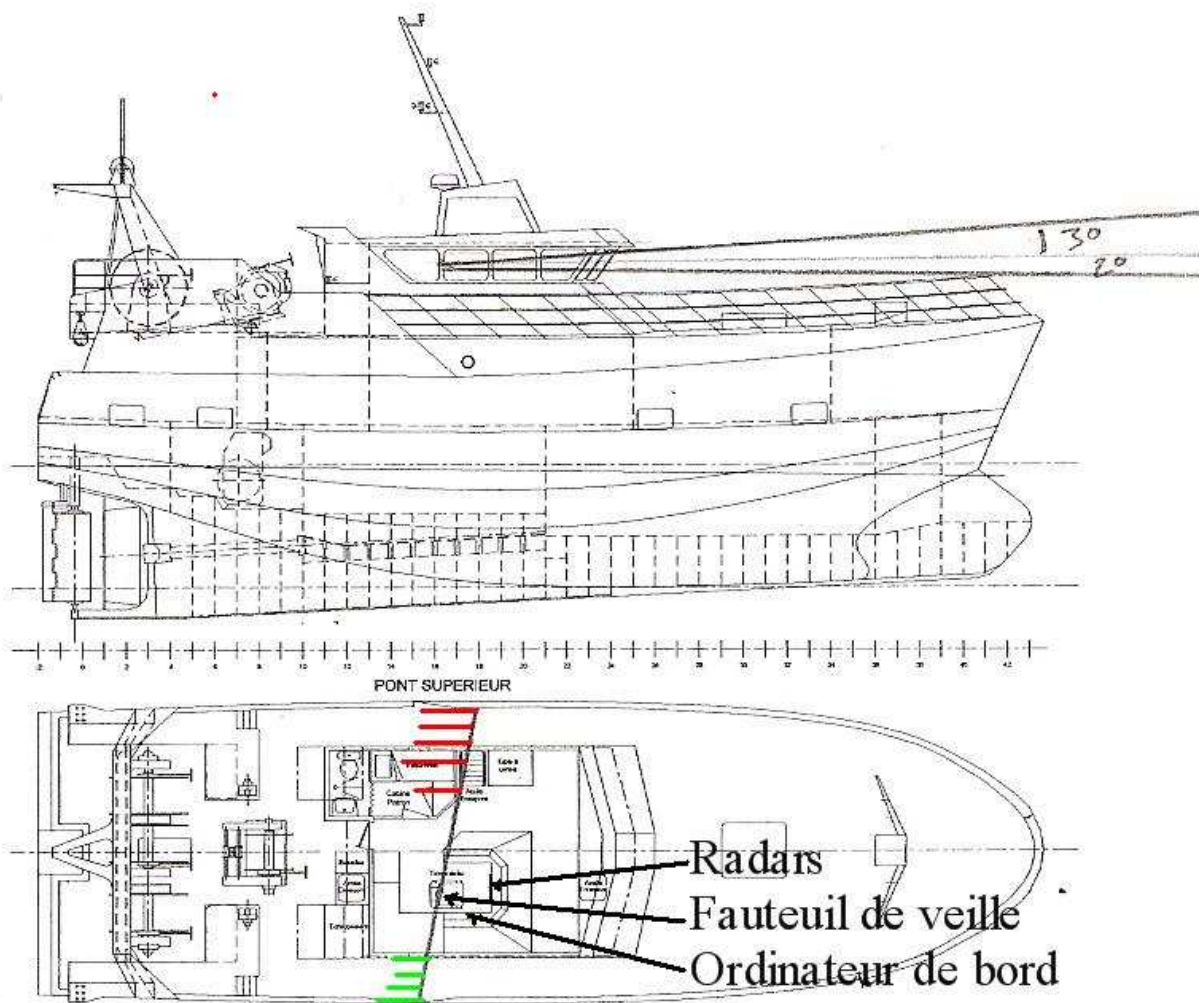


Man on watch sitting on the watch armchair



Ahead view from the watch armchair

Indicateurs Radar



Vertical & horizontal view angles



Photo AFP





Ministère de l'Ecologie, de l'Energie, du Développement durable  
et de l'Aménagement du territoire

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