



Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

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Transport and Digital Infrastructure

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The Federal Bureau of Maritime Casualty Investigation (BSU) published the investigation report No. 71/17 on 18 September 2019. The report deals with the collision involving the fishing vessel JAN MARIA and a fishing boat in the Mauretainian EEZ on 21 March 2017, which entailed the foundering of the fishing boat and the loss of three lives.

The report is available on our website:

https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte_node.html

Very serious marine casualty - Collision involving the fishing vessel JAN MARIA and a fishing boat off Mauretania with subsequent foundering of the fishing boat and the loss of three lives

At about 01:13 LT on 21 March 2017, the German flagged fishing- and processing vessel JAN MARIA sailed over the anchor line of a small local fishing boat manned by six people in the Mauretanian Exclusive Economic Zone while searching for fish. The anchor line got entangled on the underwater hull of the JAN MARIA. Thus, the fishing boat was caught by the JAN MARIA, dragged to her hull and trapped there.

A continuous jet of cooling water, which was discharged permanently, from at least one of the two outlets in the JAN MARIA's shell plating above the area in which the two vessels collided, poured into the fishing boat. The large quantity of water in relation to the fishing boat's dimension caused her to fill up quickly. The crew awoke suddenly and was unable to cut the anchor line within the short period of time available and move

away from the JAN MARIA and her water jet, respectively. Therefore, the boat inevitably foundered in no time at all.

The accident was only noticed on board the JAN MARIA due to the grinding noises caused by the collision and the ensuing calls for help from the fishermen. Three fishermen could be rescued alive in the course of the immediately initiated rescue operation. It was not possible to locate the boat's other three crew members even after the JAN MARIA's life boat was deployed.

At about 1030, the JAN MARIA discontinued the search operation and took the rescued fishermen to the Mauretanian port of Nouadhibou.

The BSU dispenses with the publication of safety recommendations, since the very atypical accident constellation (=foundering of a boat as a consequence of the flooding with cooling water pouring out of another vessel), the fact that the JAN MARIA did not sail under German flag in the meantime and predominantly the fact, that the fundamental safety deficits with respect to the traditional fishery in the coastal waters of developing countries underlying this accident event, are of a global nature and are sufficiently known, safety recommendations are not deemed to be constructive, since the group of addressees could not be determined.

Reading the investigation report should be sufficient to recall the great risks fisher on small boats expose themselves to all over the world, and to be aware of the special responsibility other vessels participating in maritime shipping do have in order to prevent collisions with their colleagues.

All investigation reports, safety recommendations and other information published by the BSU are available on

<https://www.bsu-bund.de/EN/Publications>.

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Director