



**Panama Maritime Authority**  
Directorate General of Merchant Marine  
Marine Accident investigation Department

**M/V “MSC ELOISE” & FISHING BOAT  
“CIUTAT DE BENICARLO” R- 026-2012-DIAM  
Date: 23rd May 2012**

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**Merchant Marine General Directorate**

Department of Maritime Casualty Investigations

Report: “MSC ELOISE” & FISHING BOAT “CIUTAT DE BENICARLO” R- 026-2012-DIAM



**M/V “MSC ELOISE”  
IMO number 8917778  
Register Number 33806-08**

**REPORT OF INVESTIGATION**

**INTO THE COLLISION with**

**FISHING BOAT “CIUTAT DE BENICARLO”**

**Register Number 3<sup>a</sup>-CP-3-7-05**

**On the 23rd May 2012**

*Pursuant Resolution A.849(20) from the International Maritime Organization, approved on November 27<sup>th</sup>, 1997 which creates the Code for the Investigation of Marine Casualties and Incidents, as amended by Resolution A.884(21), approved on November 25<sup>th</sup>, 1999 as well as number 6 of section 30 of Decree Law No. 7 of February 10<sup>th</sup>, 1998 of the Republic of Panama, and Resolution 106-12-DGMM from Panama Maritime Authority, dated February 17<sup>th</sup>, 2009; all require that the Marine Casualty Investigation Branch should exercise full, direct control of all casualties having occurred in Panamanian jurisdictional waters, as well as to casualties on Panamanian flagged vessels no matter where they occur.*

*The investigation was conducted independently from the Spanish Maritime Investigation Committee but with all information shared and both publishing separate reports.*

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### GLOSSARY OF ABBREVIATIONS

AIS	Automatic Identification System
BMA	Bahamas Maritime Authority
BV	Bureau Veritas
CM	Crisis Manager
CMS	Crescent Marine Services
COG	Course over Ground
COLREG	Convention on the International Regulations for Preventing Collisions at Sea
DOC	Document of compliance
ECR	Engine control room
ETA	Estimated time of arrival
IMO	International Maritime Organization
KG	Distance from the keel to the centre of gravity
Kt	knot
kW	Kilowatt
LRIT	Long Range identification and Tracking
LT	Local Time
MARPOL	International Convention for the Prevention of Pollution from Ships
MCA	Maritime and Coastguard Agency
MCR	Maximum Continuous Rating
MGN	Marine Guidance Note
MSC	Maritime Safety Committee (of IMO)
Mt	metric tonnes
OOW	Officer of the Watch
OS	Ordinary Seaman
PMA	Panama Maritime Administrator
SMS	Safety Management System
SOG	Speed over Ground
SOLAS	International Convention for the Safety of Life at Sea
STCW	Standards of Training, Certification and Watchkeeping for Seafarers
S-VDR	Simplified Voyage Data Recorder
UTC	Universal Co-ordinated Time
VDR	Voyage Data Recorder

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### INVESTIGATION OBJECTIVES

Ref. IMO Resolution A.849 (20) CODE FOR THE INVESTIGATION OF MARINE CASUALTIES AND INCIDENTS.

The objective of any marine casualty investigation is to prevent similar casualties in the future. Investigations identify the circumstances of the casualty under investigation and establish the causes and contributing factors, by gathering and analysing information and drawing on conclusions. Ideally, it is not the purpose of such investigations to determine liability, or apportion blame. However, the investigating authority should not refrain from fully reporting the causes because fault or liability may be inferred from the findings.

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### 1. SUMMARY

- 1.1 The Panama registered container ship MSC ELOISE was in collision with a Spanish registered fishing boat CIUTAT DE BENICARLÓ at 08.10 hrs LT (UTC + 1) on Wednesday 23<sup>rd</sup> May 2012.
- 1.2 The MSC ELOISE was heading South Easterly in Western Mediterranean ,Spanish waters, north of Castellón and CIUTAT DE BENICARLÓ was heading, among a group of other fishing boats ,South Westerly towards Islotes de Columbretes (39°54' N, 0°41' E) as seen below

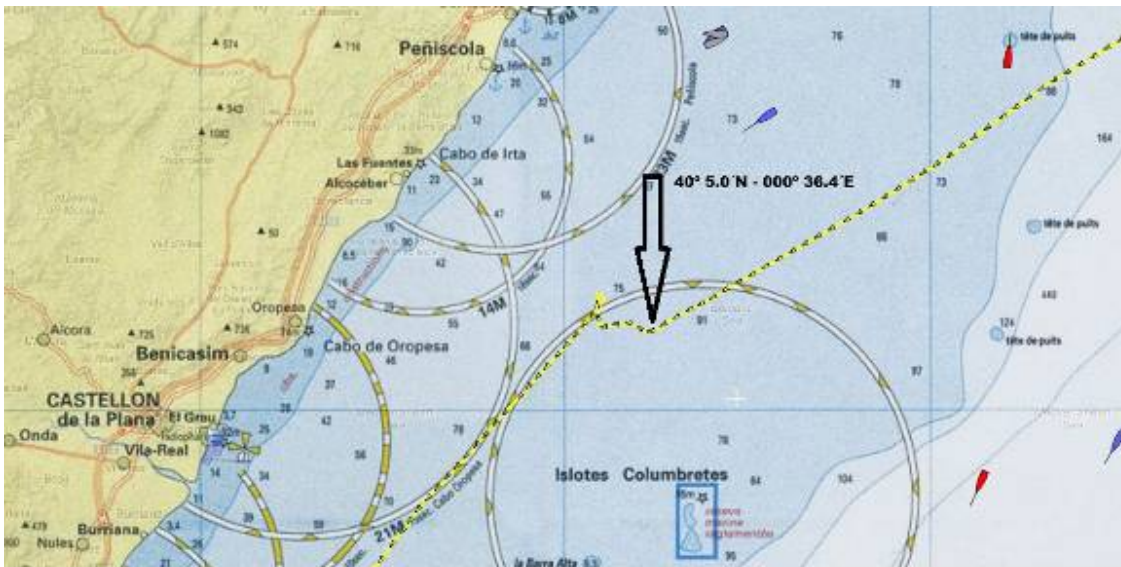


Figure 1 – MSC ELOISE AIS track, location of collision and location of Islotes Columbretes

- 1.3 MSC ELOISE was on a voyage between Barcelona (Spain) to Valencia (Spain) loaded with one hundred and fifty seven (157) 20ft containers and three hundred and forty (340) 40ft containers. At the time of the collision, the visibility was good with a slight sea and a gentle breeze (Force 3)
- 1.4 At the time of the collision the bridge was attended by the Chief Officer who had been on duty since 04.00 hrs LT. The Master came up to the bridge to check how things were going and the 3<sup>rd</sup> Officer came up shortly afterwards to be handed over the watch.

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- 1.5 Upon arrival of Master on the bridge, he was informed about a number of fishing boats forward of them and on a collision course. The fishing boats were seen on the ARPA and were located on the vessel's starboard side.
- 1.6 A number of these fishing boats increased their speed and passed well clear ahead of the vessel. Other fishing boats adjusted their course and speed, moving astern of the vessel, except for one, which was noted to continue approaching closer.
- 1.7 At that time the 3<sup>rd</sup> Officer arrived on the bridge to take over the watch from the Chief Officer. The 3<sup>rd</sup> Officer was asked to stand by the hand steering.
- 1.8 The Chief Officer sounded the ship's whistle to draw the fishing boat's attention.
- 1.9 The Master ordered hard to starboard which was immediately executed by the 3<sup>rd</sup> Officer in order to prevent the fishing boat approaching the propeller. This manoeuvre reduced the contact between the vessel's starboard side parallel body and the forward end of the fishing boat.
- 1.10 The collision occurred at 08, 10 hrs LT in position 40° 50.0' N – 000° 36.4' E. while the vessel was on a heading of 242° with a speed of about 19 kt.
- 1.11 Vessel gradually stopped engine and maneuvered to check the fishing boat's condition and called the fishing boat but with no reply. Traffic control was also called on channel 16 with no immediate reply being received.
- 1.12 Other fishing boats turned around and approached the damaged fishing boat which returned back with her own propulsion at a speed of about 8 knots.
- 1.13 Neither visual damages nor pollution was observed and only small scratches on the hull coating were seen on the vessel's parallel body.



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1.14 The vessel resumed her voyage to Valencia, Spain on the same day at 09,30 hrs LT whilst the fishing boat was moving away back to shore.

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### 2. PARTICULARS OF MSC ELOISE

<b>NAME</b>	: MSC ELOISE
<b>FLAG</b>	: PANAMA
<b>PORT OF REGISTRY</b>	: PANAMA
<b>OFFICIAL NUMBER</b>	: 33806-08
<b>CALL SIGN</b>	: 3ENH9
<b>IMO NUMBER</b>	: 8917778
<b>TYPE</b>	: CONTAINER CARRIER
<b>NUMBER OF CREW</b>	: 23
<b>L.O.A.</b>	: 240.77 m
<b>L.B.P</b>	: 225.83 m
<b>BREADTH</b>	: 32.20 m
<b>DEPTH</b>	: 19.074 m
<b>G.R.T</b>	: 37,902
<b>N.R.T</b>	: 14,496
<b>DEAD WEIGHT</b>	: 44,541

The vessel is powered by a Diesel United – SULZER slow speed main engine which develops 20,294 BHP driving a right handed fixed propeller.

The containers are carried in a total of six (6) cargo holds and on the deck. The vessel has a total TEU capacity of 2,440, of which 1170 are on deck.

The vessel was built on 1990 in Kure, Japan at Ishikawajima-Harima Heavy Industries Co. Ltd. And formerly named ARAFURA. At the time of the collision she was owned by C.N.E. COMPAÑIA NAVIERA ELOISE S.A. of Panama and bareboat chartered to MSC Mediterranean Shipping Company S.A. of Geneva, Switzerland. She was managed by MSC Shipmanagement Limited of Limassol, Cyprus registered with the company ID 5335590

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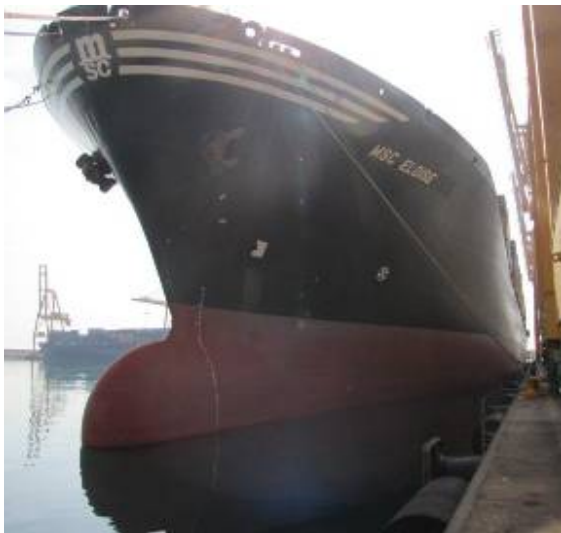


Figure 2,3,4 – MSC ELOISE General views

The vessel is classed with Bureau Veritas Classification Society. At this time she complied with all statutory and international requirements and certification.

The MSC ELOISE was last inspected by the Panama Maritime Administration in Balboa (Panama) on the 27<sup>th</sup> July 2011 with no deficiencies or observations recorded.

The last Port State Control (Paris-MOU) inspection was carried out in Bremenhaven (Germany) on the 09<sup>th</sup> October 2011 with no deficiencies or observations recorded.

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### Ship Certificates

### Bridge Equipment

The vessel was fitted with the following navigational equipment on the bridge

Equipment / S/N No.	MANUFACTURE	TYPE
S-VDR (090201052-M)	Beijing highlander Digital Tech.	HLD-52
RADAR X-BAND (5538)	FURUNO	MU-231CR
RADAR S-BAND (3322-1009)	FURUNO	RDP-115-A
AIS	FURUNO	FA-100
GPS	FURUNO	GP-150
DGPS	LEICA	MX 400
GPS	MAGNABOX	MX 100
MAGNETIC COMPASS	TOKYO KEIKI	-
SPEED LOG	YOKOGAWA	-
COURSE RECORDER	TOKYO KEIKI	CR.1
ECHO SOUNDER	JRC	JFE-680

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Figure 5 – MSC ELOISE Navigational bridge arrangement

The last performance test of the S-VDR was carried out by manufacturer's shore service on the 18<sup>th</sup> July 2011 in Balboa, Panama.

Communication equipment fitted on the bridge was as follows,

Equipment	MANUFACTURE	TYPE
VHF - DSC	SKANTI	VHF 1000
MF - DSC	SKANTI	DSC 9000
INM -C	THRANE & THRANE	TT 3020B
2-WAY VHF (3)	SKANTI	VHF9110
FLEET 77	THRANE & THRANE	F77
LRIT	THRANE & THRANE	3000SSA
NAVTEX	JRC	NCR300A
SARTS	SAILOR	SART II
EPIRB	MCMURDO	E5

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### 3. PARTICULARS OF CIUTAT DE BENICARLO

<b>NAME</b>	: CIUTAT DE BENICARLO
<b>FLAG</b>	: Spanish
<b>HOME PORT</b>	: Benicarló
<b>OFFICIAL NUMBER</b>	: 3 <sup>a</sup> -CP-3-7-05
<b>TYPE</b>	: Fishing
<b>PORT OF REGISTRY</b>	: Vinaroz
<b>CALL SIGN</b>	: EA8375
<b>NUMBER OF CREW</b>	: 4
<b>L.O.A.</b>	: 23.25 m
<b>L.B.P</b>	: 19.94 m
<b>BREADTH</b>	: 5.86 m
<b>DEPTH</b>	: 3.16 m
<b>G.R.T</b>	: 66
<b>Hull Material</b>	: Reinforced Fibre Glass Polyester

The boat is powered by a CATERPILLAR high speed main engine, type 3508 TA-3B which develops 367.65 kW

The vessel was built in April 2005 in Benicarló, Spain at ASFIBE S.A.

At the time of the collision she was owned and operated by SUBARRA S.L. of Benicarló, Spain.

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Figure 6 – CIUTAT DE BENICARLO General view

The vessel is classed with The Spanish administration. At the time she complied with all national requirements and certification.

The CIUTAT DE BENICARLÓ was last inspected out of the water by the Spanish Maritime Administration in Benicarló, (Spain) on the 10<sup>th</sup> August 2011.

CERTIFICATE NAME/ ID No.	ISSUED BY	ISSUED ON	EXPIRES ON
FISHING CERTIFICATE OF TONNAGE (294692)	Spain	25.08.2005	---
FISHING BOAT CERTIFICATE LESS THAN 24 METRES IN LEGTH	Spain	19.11.2010	10.08.2013
RADIO CERTIFICATE (33806-08)	Spain	02.09.2011	10.08.2012

### Boat Certificates

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### Bridge Equipment

The boat was fitted with the following navigational equipment on the bridge

Equipment	MANUFACTURE	TYPE
Magnetic Compass	Fitted	---
Fog Whistle	Fitted	---
Echo Sounder	FURUNO	FCV-271
RADAR	FURUNO	M-1942 MK2
GPS	FURUNO	GP-36

Communication equipment fitted on the bridge was as follows,

Equipment	MANUFACTURE	TYPE
NAVTEX	FURUNO	NX-300
VHF – DSC	FURUNO	FM-8800S
VHF - DSC	SAILOR	RT-2048
MINI-C	THRANE & THRANE	TT 3026 ECTRACK
EPIRB	ACR	GLOBALFIX 406




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## 4. VDR DATA REVIEW

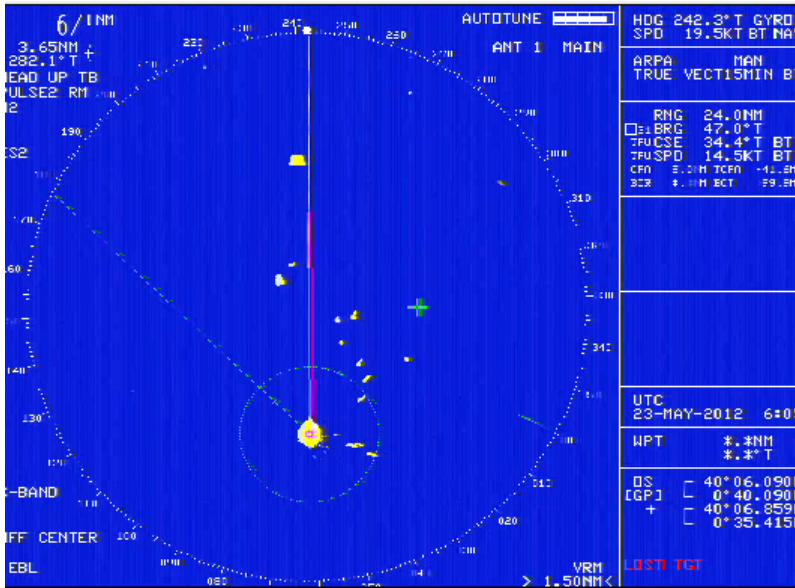
TIME	EVENT	Speed Heading
<p>08:00.00 hrs</p>	<ul style="list-style-type: none"> <li>▪ Radar set on 12NM range and safety ring 2NM</li> <li>▪ Approx 3 boats about to cross Approx 6 NM ahead.</li> <li>▪ Approx 8 boats Stbd on collision course</li> </ul> 	<p>19.4 kt 242.0°</p>
<p>08:01.00 hrs</p>	<ul style="list-style-type: none"> <li>▪ Radar changed from night mode to day mode display</li> </ul>	<p>19.5 kt 242.3°</p>
<p>08:02.30 hrs</p>	<ul style="list-style-type: none"> <li>▪ Radar set on 12NM range and safety ring 2NM</li> <li>▪ 3 boats ahead ahead crossing</li> <li>▪ 1<sup>st</sup> boat (from the Stbd group of 8) Stbd enters safety ring</li> </ul>	<p>19.5 kt 242.8°</p>

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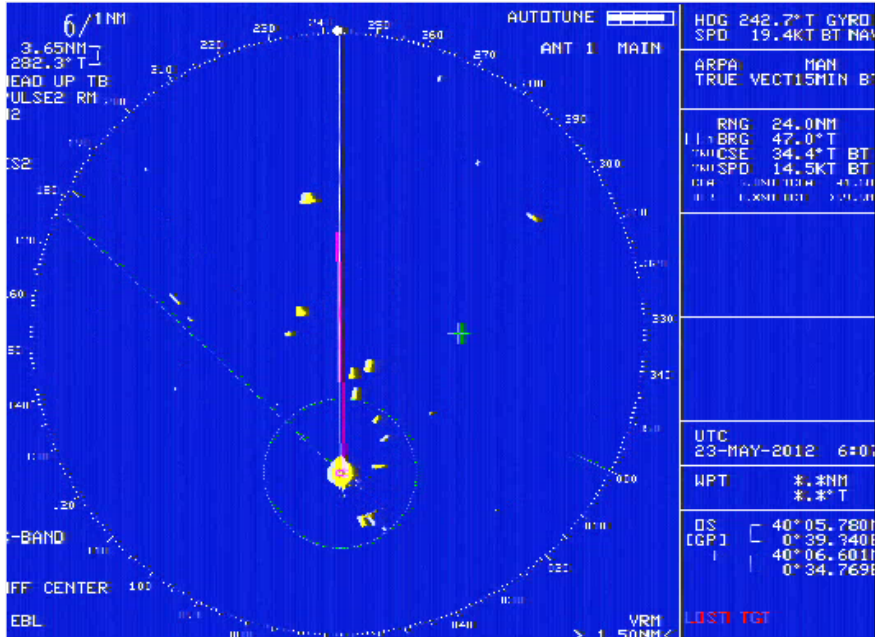
TIME	EVENT	Speed Heading
08:03.28 hrs	<ul style="list-style-type: none"> <li>▪ Radar set on 6NM range and safety ring 1NM</li> <li>▪ Following comment is made: Will you take over the watch under this scenario?</li> <li>▪ Some conversation and laughing</li> </ul>	19.5 kt 242.5°
08:05.12 hrs	<ul style="list-style-type: none"> <li>▪ Vessel whistle short blast of 2 seconds</li> </ul> 	19.5 kt 242.3°
08:05.44 hrs	<ul style="list-style-type: none"> <li>▪ Approx 3 boats about to cross approx 6 NM ahead.</li> <li>▪ Approx 8 boats Stbd on collision course</li> <li>▪ Other fishing boats remain on the Stbd side</li> </ul>	19.5 kt 242.0°
08:06.40 hrs	<ul style="list-style-type: none"> <li>▪ Someone reads speed</li> <li>▪ Some conversation (not understandable)</li> </ul>	19.4 kt 242.7°
08:06.08 hrs	<ul style="list-style-type: none"> <li>▪ Vessel whistle short blast of 4 seconds</li> </ul>	19.4 kt 242.3°
08:06.37 hrs	<ul style="list-style-type: none"> <li>▪ Vessel whistle short blast of 7 seconds</li> </ul>	19.4 kt 242.7°

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TIME	EVENT	Speed Heading
<p>08:07.00 hrs</p>	<ul style="list-style-type: none"> <li>▪ Radar set on 6NM range</li> <li>▪ Boats ahead already crossed. Some of the boats Stbds in safety ring</li> </ul> 	<p>19.5 kt 245.0°</p>
<p>08:07.27 hrs</p>	<ul style="list-style-type: none"> <li>▪ Several of the targets on the Stbd side. 2 targets ahead and one stbd quarter</li> <li>▪ Order given Port 10</li> </ul>	<p>19.5 kt 242.8°</p>
<p>08:07.40 hrs</p>	<ul style="list-style-type: none"> <li>▪ Vessel whistle short blast of 8 seconds</li> </ul>	<p>19.5 kt 242.8°</p>
<p>08:08.30 hrs</p>	<ul style="list-style-type: none"> <li>▪ Order given Port 10? (Quality of recording low)</li> <li>▪ Vessel whistle short blast of 3-4 seconds</li> </ul>	<p>19.5 kt 242.3.°</p>
<p>08:08.346 hrs</p>	<ul style="list-style-type: none"> <li>▪ Order given Port 10? (Quality of recording low)</li> </ul>	<p>19.5 kt 237.3.°</p>

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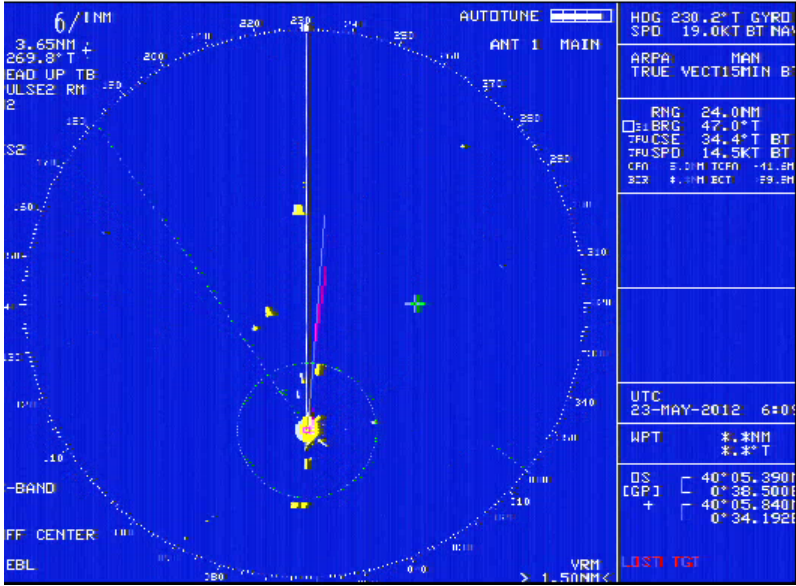
TIME	EVENT	Speed Heading
08:08.55 hrs	<ul style="list-style-type: none"><li>Midship order given</li><li>Midship order acknowledged</li><li>Vessel's Horn heard on recording</li></ul>	19.4 kt 237.3°
08:09.03 hrs	<ul style="list-style-type: none"><li>Steady Order recorded</li></ul>	19.3 kt
08:09.05 hrs	<ul style="list-style-type: none"><li>Vessel's Horn heard on recording</li></ul>	19.3 kt
08:09.18 hrs	<ul style="list-style-type: none"><li>Vessel's Horn stopped</li><li>Starboard 10 order given</li></ul>	19.3 kt 236.7°
08:09.21 hrs	<ul style="list-style-type: none"><li>Order given midship 230°</li></ul>	19.3 kt 232.2°
08:09.22 hrs	<ul style="list-style-type: none"><li>Vessel's Horn heard for the second time with long blast</li></ul>	19.3 kt 236.7°
08:09.24 hrs	<ul style="list-style-type: none"><li>Someone says "Steady, steady, steady....."</li></ul>	19.2 kt
08:09.35 hrs	<ul style="list-style-type: none"><li>Order given Hard Starboard</li><li>Hard Starboard order confirmed</li></ul>	19.0 kt 230.2°
08:09.40 hrs	<ul style="list-style-type: none"><li>Order given Hard Port</li><li>Hard Port order confirmed</li></ul>	19.0 kt 230.2°

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TIME	EVENT	Speed Heading
08:09.46 hrs	<ul style="list-style-type: none"> <li>Impact noise heard outside</li> </ul> 	19.0 kt 230.2°
08:09.49 Hrs	<ul style="list-style-type: none"> <li>Order given Hard to Starboard</li> </ul>	19.0 kt 230.2°
08:09.55 hrs	<ul style="list-style-type: none"> <li>Vessel's Horn Stopped</li> </ul>	19.0 kt 230.2°
08:10.00 hrs	<ul style="list-style-type: none"> <li>Hard Starboard confirmed</li> </ul>	19.0 kt 230.2°
08:10.18 hrs	<ul style="list-style-type: none"> <li>Order to slow down</li> <li>Starboard 10 order given</li> </ul>	18.9 kt 227.0
08:10.21 hrs	<ul style="list-style-type: none"> <li>Someone calls the engine to slow down</li> </ul>	18.6 kt

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TIME	EVENT	Speed Heading
08:10.32 hrs	<ul style="list-style-type: none"> <li>▪ "Steady"</li> <li>▪ Phone is put down</li> </ul>	18.6 kt
08:10.42 hrs	<ul style="list-style-type: none"> <li>▪ Order given Hard Port</li> <li>▪ Order Hard Port acknowledged</li> </ul>	17.6 kt 245.2.5°
08:11.28 hrs	<ul style="list-style-type: none"> <li>▪ Someone talks on the phone (quality of record low)</li> </ul>	16.6 kt 260.8°
08:11.35 hrs	<ul style="list-style-type: none"> <li>▪ VHF Talking? (quality of record low)</li> </ul>	---
08:12.00 hrs	<ul style="list-style-type: none"> <li>▪ "262° steady"</li> </ul>	---
08:12.12 Hrs	<ul style="list-style-type: none"> <li>▪ Chief mate calls Valencia MRC on VHF</li> <li>▪ No reply</li> </ul>	---
08:12.35 hrs	<ul style="list-style-type: none"> <li>▪ Chief mate calls on VHF "...copy anybody?..."</li> <li>▪ No reply</li> </ul>	---
08:13.00 hrs	<ul style="list-style-type: none"> <li>▪ Order given Hard to Port</li> </ul>	---
08:13.30 hrs	<ul style="list-style-type: none"> <li>▪ Chief mate calls Valencia traffic control on VHF</li> <li>▪ No reply</li> </ul>	---
08:19.00 hrs	<ul style="list-style-type: none"> <li>▪ Chief mate calls Valencia pilots on VHF</li> <li>▪ No reply</li> </ul>	---
08:20.00 hrs	<ul style="list-style-type: none"> <li>▪ Weather bulletin announced on VHF for all ships</li> </ul>	---

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TIME	EVENT	Speed Heading
08:21.00n hrs	<ul style="list-style-type: none"><li>Someone on bridge contacts fishing boat by VHF</li><li>No reply</li></ul>	---
08:21.35hrs	<ul style="list-style-type: none"><li>Chief mate calls Valencia traffic control on VHF</li><li>No reply</li></ul>	---
08:22.10 hrs	<ul style="list-style-type: none"><li>Chief mate calls Valencia coast guard on VHF</li><li>No reply</li></ul>	---
08:23.10 hrs	<ul style="list-style-type: none"><li>From VHF apparently fishing boat is talking on VHF with Valencia traffic control. The sentence ....no damages....is heard (Record quality low)</li></ul>	---
08:23.52 Hrs	<ul style="list-style-type: none"><li>Chief mate calls Valencia Coast Guard on VHF</li><li>No reply</li></ul>	---
08:34.00 hrs	<ul style="list-style-type: none"><li>Chief mate calls Valencia traffic on VHF</li><li>No reply</li></ul>	---
08:35.00 hrs	<ul style="list-style-type: none"><li>Chief mate calls Valencia traffic on VHF</li><li>Valencia replies on VHF</li></ul>	---
08:36.00 hrs	<ul style="list-style-type: none"><li>Valencia traffic control is informed by vessel about the contact with a fishing boat</li></ul>	---
08:37.08 hrs	<ul style="list-style-type: none"><li>Valencia traffic control calls vessel on VHF</li></ul>	---
08:37.30 hrs	<ul style="list-style-type: none"><li>Valencia traffic control calls vessel on to change to channel 72</li></ul>	---
08:37.44 hrs	<ul style="list-style-type: none"><li>Valencia traffic control is informed about collision and gives position</li></ul>	---

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Report: "MSC ELOISE" & FISHING BOAT "CIUTAT DE BENICARLO" R- 026-2012-DIAM



### 5. NARRATIVE OF EVENTS

5.1 All times noted in this report are given in the style of the standard 24-hour clock without additional annotations. Ship times used onboard was UTC +1 while all the times noted here are local time, UTC +2

5.2 Weather condition at the time of the collision:

Wind: NE Force 3  
Sea and Swell: Slight  
Barometer: 1020  
Temperature: 20°C  
Weather: Partly Cloudy  
Visibility: Good

5.3 Bridge Team

Watch	OOW	Lookout
00.00 - 04.00	2nd Officer	AB
04.00 - 08.00	Chief Officer	AB
08.00 - 12.00	3rd Officer	AB

Certification:

Master: Holding a valid Master unlimited COC issued by the Government of India and Panamenian endorsement valid to 30<sup>th</sup> July 2014. Joined the ship on the 11<sup>th</sup> April 2012

Chief Officer: Holding a valid First Mate unlimited COC issued by the Government of India and Panamanian endorsement valid to 16<sup>th</sup> May 2016. Joined the ship on the 15<sup>th</sup> December 2011

2<sup>nd</sup> Officer: Holding a valid Class 2 COC issued by the Maritime and Port Authority of Singapore and Panamenian endorsement processing certificate valid to 13<sup>th</sup> July 2012. Joined the ship on the 10<sup>th</sup> May 2012

3<sup>rd</sup> Officer: Holding a valid second mate COC issued by the Government of India and Panamanian endorsement valid to 15<sup>th</sup> August 2016. Joined the ship on the 12<sup>th</sup> January 2012



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- 5.4 The MSC ELOISE sailed from the Port of Barcelona, Spain on the 23<sup>rd</sup> May 2012 at 22.20 hrs loaded with a total of one hundred and fifty seven (157) 20ft containers three hundred forty (340) 40ft containers. The vessel was destined for the Port of Valencia, Spain with a distance of one hundred and seventy one (171) nautical miles to be covered in nine hours and thirty one minutes (09:31) at an estimated speed of 17.5 knots.
- 5.5 The draft during the voyage was 7.30 metres forward and 7.70 metres aft.
- 5.6 On the 23<sup>rd</sup> May 2012 the 2<sup>nd</sup> Officer was on the watch from the time of departure to 04.00 hrs with nothing special or unusual reported.
- 5.7 The Chief Officer relieved the 2<sup>nd</sup> Officer minutes prior 04.00 hrs and continued with his watch with nothing special or unusual reported until 07.30 hrs
- 5.8 At 07.30 hrs the Chief Officer spotted a group of fishing boats approaching on the Starboard side.
- 5.9 After breakfast, the Captain went to the bridge to check if everything was in order on the bridge, entering the bridge about 07.50 hrs.
- 5.10 When arriving on the bridge the Captain found the Chief Officer looking forward to a group of fishing boats situated forward on the starboard side.
- 5.11 This Group of boats was reported to be composed of approximately 15 fishing boats.



VDR – Radar: 23<sup>rd</sup> May 12 08.00 hrs (UTC+2)

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- 5.12 Immediately about (5) fishing boats were noted crossing 2 NM ahead while about another five (5) altered course and speed to pass astern.
- 5.13 About another three (3) boats remained on the starboard side getting closer but it was assumed that the situation was under control.
- 5.14 At about 07.55 hrs the 3<sup>rd</sup> officer arrived on the bridge to take over the watch from the Chief Officer. Upon arriving on the bridge he found the Chief Officer and the Captain on the starboard side of the bridge looking at the fishing boats.
- 5.15 The Captain instructed the 3<sup>rd</sup> Officer to switch the steering to manual and remain in the helmsman's position.
- 5.16 Two of the boats altered course while the other one seemed to increase speed but without altering her course.
- 5.17 At that stage the chief officer activated the ship's horn several times to draw the fishing boat's attention.
- 5.18 The Captain gave the order to alter course to Port and quickly changed his mind to put the ship hard to starboard in view that the fishing boat was not changing either speed or course and hence avoiding the boat moving into the propeller area.
- 5.19 The MSC ELOISE had a speed of 19, 0 knots heading on a course of 320.2° and the CIUTAT DE BENICARLO was estimated to have a speed of 10 knots and heading approximately 310°/320°
- 5.12 At 08.09 the fishing boat collided with the ship's starboard side parallel body.
- 5.13 After the collision the Master and the Chief Officer saw one person on the aft part of the boat.
- 5.14 The MSC ELOISE speed was gradually decreased while the Master and Chief Officer kept an eye on the boat.
- 5.15 The other fishing boats turned around and approached the CIUTAT DE BENICARLO.

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- 5.16 After few minutes the CIUTAT DE BENICARLÓ sailed back to shore.
- 5.17 Several attempts were made to contact the fishing boat and traffic control on VHF but no reply was received until 08.35 hrs
- 5.18 The MSC ELOISE continued to her next destination, the Port of Valencia.

## 6. DAMAGES

### MSC ELOISE

6.1 The following damages were reported:

Several LIGHT scratches on hull paint were reported from Hold no. 3 to Hold no. 5 on the starboard side parallel body above the waterline.



Figure 7 – MSC ELOISE light scratches on parallel body

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### CIUTAT DE BENICARLO

6.2 The following damages were provisionally reported pending of repairs:

- Forward bulwark and deck cracked
- Forward hull damaged and cracked
- Bulbous bow damaged



Figure 8 – CIUTAT DE BENICARLO Damages on forward end

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## 7. ANALISYS

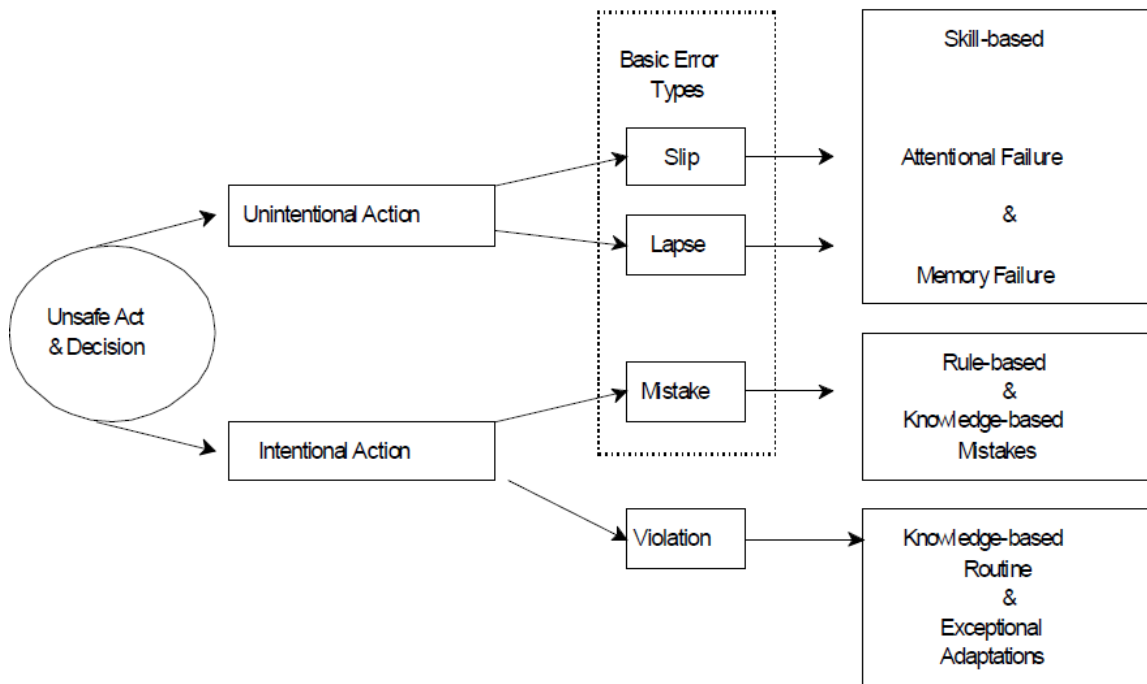
### Watchkeeping

- 7.1 Neither the speed or course were changed by MSC ELOISE nor any of the fishing boats until becoming too close, hence leaving officers of the MSC ELOISE unable to foresee what action the fishing boats would take.
- 7.2 Of the remaining three (3) boats on the starboard side and close to collision, only two (2) reacted quickly enough following vessel's several whistle blasts.
- 7.3 Waiting until the fishing boats approached too close to the MSC ELOISE also limited the manoeuvrability of the vessel, since the last three (3) boats were on the starboard side while others had crossed and were on the forward quarter on the port side.



## 8. HUMAN ERROR ANALISYS

The analysis is drawn from the figure below with the identification of the type error or violation



### CIUTAT DE BENICARLO

8.1 Based on the fact and the assumption that the lookout of the boat might have been away from the navigational bridge the error lies on an intentional action leading to a mistake.

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### MSC ELOISE

8.2 The Chief Officer saw the boats about forty (40) minutes prior to the collision. Captain and Chief Officer assumed that the action to avoid collision would have been taken by the boats hence putting the error into an intentional action leading to a mistake.

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## 9. CONCLUSIONS

### COLREG

9.1 Rule 5 on PART B, Section I estates the following: **Every vessel shall at all times maintain a proper look-out by sight and hearing** as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.

9.1.1 Having heard on the VDR the ship's horn in several occasions and in view that the watchman on the CIUTAT DE BENICARLO did alter neither the speed nor the course, gives a clear opinion that the lookout was ineffective from the navigational bridge.

9.2 Rule 5 on PART B, Section I states the following: **Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision** and be stopped within a distance appropriate to the prevailing circumstances and conditions.

In determining a safe speed the following factors shall be among those taken into account:

- (a) By all vessels:
  - ii. **The traffic density including concentrations of fishing vessels** or any other vessels
  - iii. **The manoeuvrability of the vessel with special reference to the stopping distance and turning ability in the prevailing conditions.**
- (b) Additionally with vessels with operational radar
  - v. **The number, location and movement of vessels detected by radar.**

9.2.1 MSC ELOISE did not alter her speed despite having seen the group of boats approaching on the starboard side.



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9.3 Rule 8(b) on PART B, Section I estates the following: **Any alteration of course and/or speed to avoid collision shall, if the case of the circumstances of the case admit, be large enough to be readily apparent to other vessel observing visually or by radar;** a succession of small alterations of course and/or speed should be avoided.

9.3.1 Almost half of the fishing boats remained with an unaltered speed and/or course until approaching to within a dangerous distance from the starboard side of the MSC ELOISE. Such action made it difficult to foresee the next step or action of the remaining last three (3) boats on the starboard side, hence the Captain and officers were unable to make a decision in time to avoid collision.

9.3.2 The MSC ELOISE did not alter speed or course despite having seen a group of fishing boats approaching on collision course approximately 40 minutes before the collision.

9.4 Rule 15 on PART B, Section I estates the following: **When two power driven vessels are crossing so as to involve risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case admit, avoid crossing ahead of the other vessel.**

9.4.1 The MSC ELOISE had the fishing boats on her starboard side and no attempts to change course and crossing ahead of the other vessel were observed.

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### COMPANY SAFETY MANAGEMENT SYSTEM

9.5 Master's Standing Orders Paragraph 2, estates the following: **The international regulations for preventing collision at sea are to be strictly observed do not hesitate to use the whistle or engine in obeying these regulations. When altering course for another vessel do so bodily and in sufficient time to let any other vessel be in doubt as to your intentions.**

9.5.1 The fishing boats were first sighted around 07.30 hrs (LT) and despite their known speed and course the MSC ELOISE did not alter course or speed.

9.6 Master's Standing Orders Paragraph 3, estates the following: **All traffic, including fishing vessels and nets to be given a wide berth -2nm whenever possible. And navigational hazards to be given 5nm clearance. CPA's to be ascertained by plotting and not by assumptions/estimates.**

9.6.1 The standing orders were not properly implemented since no action was taken despite the said CPA's and safe distances.

9.7 Company Safety Management System, estates the following:

**- AVOID A CLOSE-QUARTER SITUATION – AVOID A COLLISION!**

**-ALTERATION OF COURSE AND/OR SPEED SHALL COMMENCE NOT LATER THAN WHEN 5N.M. FROM THE TARGET VESSEL. Do not hesitate to reduce speed if required to avoid collision.**

**- MAINTAIN MINIMUM 1 NAUTICAL MILE CPA, If this is not possible call the Master**

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9.7.1 The posted SMS instructions give a 1NM CPA. Vessel did not make any efforts to change course and speed until the last minute on the assumption that the boats would alter course and speed in order to cross astern.

9.8 It is unknown if the fishing boat navigational bridge was unattended but surely the lookout was not properly maintained since all boats except the CIUTAT DE BENICARLO managed to alter course and speed although such alteration was carried out within a short distance from the vessel.

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### 10. RECOMENDATIONS

- 10.1 Ensure that in view of approaching fishing boats being most likely unable to understand any other language than the local/national language and in view of an approaching group of boats getting closer, speed and course is to be altered so as to avoid collision or approaching too close.
- 10.2 Owners/Operators of the MSC ELOISE should carry out a comprehensive review of the bridge watchkeeping within the Safety Management System throughout the Fleet.
- 10.3 Minimum safe distance from larger vessels should be imposed for fishing boats if underway with their own propulsion.
- 10.4 Proper fishing boat navigation lookout needs to be maintained on the CIUTAT DE BENICARLO

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### **11. ANNEXES**

#### **11.1 MSC ELOISE General Arrangement**

#### **11.2 MSC ELOISE Master Official Estatement**

#### **11.3 MSC ELOISE LOG BOOK**

#### **11.4 MSC ELOISE Voyage Plan**

#### **11.5 MSC ELOISE Radio Log**

#### **11.6 MSC ELOISE Chart area of collision**

#### **11.7 MSC ELOISE Cargo plan**

#### **11.8 Press Realease**

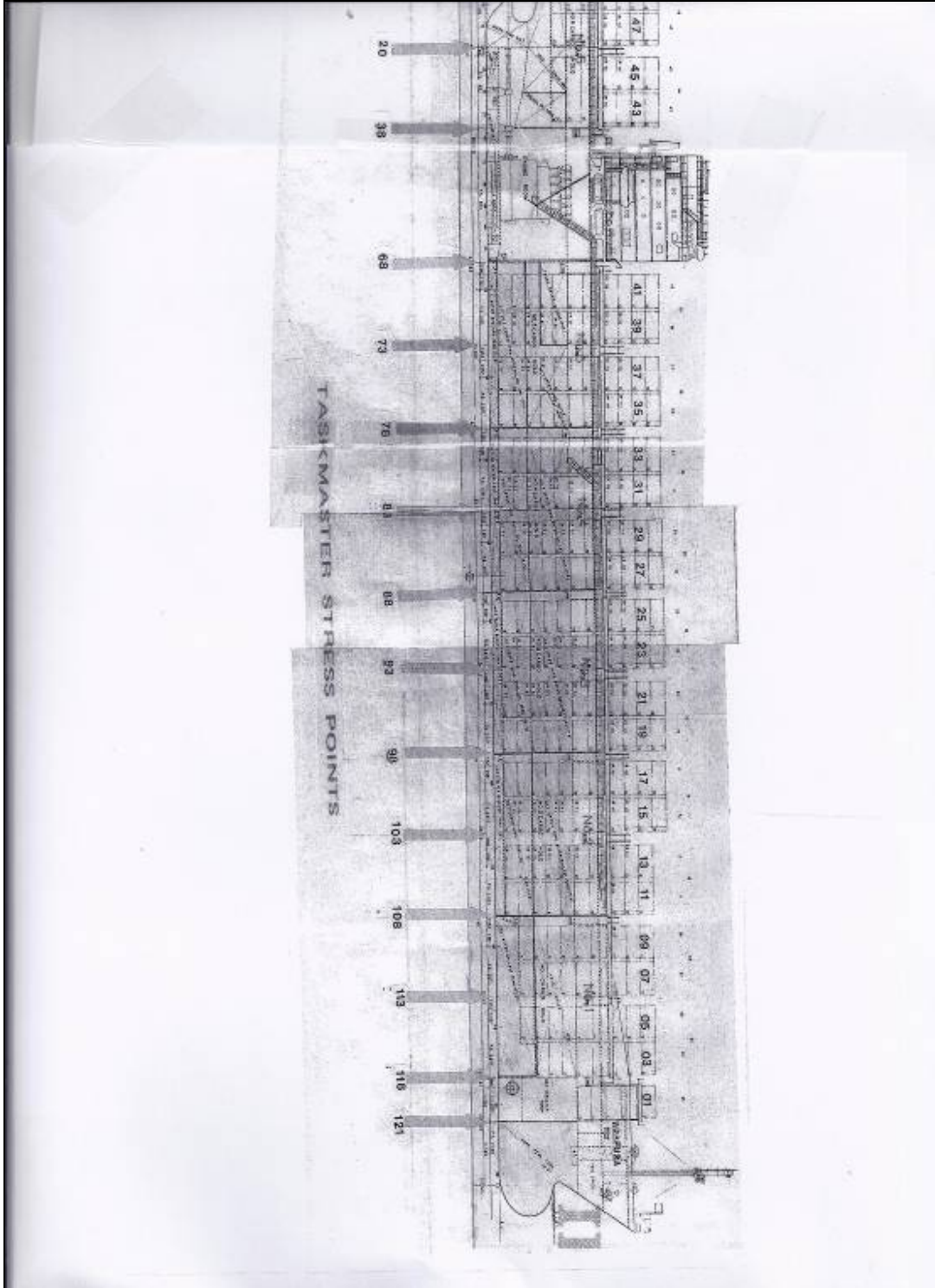
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## 11.1 MSC ELOISE General Arrangement



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### 11.2 MSC ELOISE Master Official Estatement

MSC ELOISE

DATE: 23-MAY-2012

#### MASTERS STATEMENT OF FACTS

VESSEL EN ROUTE TO VALENCIA ON 23.05.10

VESSEL ENCOUNTERED FISHING TRAFFIC (AROUND 15-16 BOATS) CROSSING FROM STARBOARD TO PORT.

FEW OF THEM WERE PASSING WELL AHEAD AND SOME OFF THEM PASSING THROUGH OUR ASTERN WELL CLEAR. THEY WERE ADJUSTING THE COURSE AND SPEED AS PER THEIR CONVENIENCE.

ONE OF THEM WAS FOUND COMING CLOSE.

CHIEF OFFICER SOUNDED THE SHIP'S WHISTLE TO DRAW HER ATTENTION.

3<sup>RD</sup> OFF WAS ON HELM AND ON MY ORDER HELM PUT OVER TO HARD STBD WHICH COULD NOT PREVENT THE CONTACT BUT THE IMPACT WAS REDUCED AS IT WAS ONLY A GLANCING TOUCH.

0810 : CONTACT WITH FISHING VESSEL WAS ON STBD SIDE IN POSITION 40 05 N 000 36.4 E OFF CASTELLON

THEREAFTER ENGINE WAS GRADULLY STOPPED.

CALLED THE FISHING VESSELS TO CHECK IF EVERYTHING WAS ALLRIGHT ON THE BOAT, HOWEVER THERE WAS NO REPLY.

ALSO CALLED TRAFFIC, COAST GUARD ON VHF CHANNEL 16. THEN FINNALLY REPORTED TO VALENCIA TRAFFIC ABOUT THE INCIDENT AROUND 0840 HRS. VESSEL WAS TURNED TOWARD THE SITE OF INCIDENCE FOR ASSISTANCE.

FISHING VESSEL WAS FOUND INTACT AND NO CASUALTY AND POLLUTION NOTED. THE FISHING VESSEL STARTED MOVING TOWARDS THE SHORE WITH SPEED 7-8 KTS.

At ABOUT 0908 HRS CASTELLON MRCC CALLED AND ASKED FOR RPTS AND INTENTIONS. MRCC CONFIRMED THAT THERE IS NO INJURY ON FISHING VESSEL AND NO MAJOR DAMAGE CAUSED. FISHING BOAT IS PROCEEDING TOWARS THE PORT OF BERICARLO.

#### Details of fishing vessel as per MRCC

SCIUDAD DE BENICARLO (ID NO 3CP3705) (white hull)

THEN AT 0930 HRS VESSEL RESSUMED THE PASSAGE TO VALENCIA ON CONFIRMING THE SAME WITH MRCC. THAT TIME FISHING VESSEL WAS IN POSITION 40 15.5 N 000 31.4 E MOVING TOWARS PORT.

THE ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE.

CAPT. P. GONZALEZ

*[Signature]*

*[Signature]*

*[Signature]*  
3/0



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## 11.3 MSC ELOISE LOG BOOK

**DECK LOG BOOK**

MSC ELOISE from BENICARLO towards VALENCIA

23<sup>rd</sup> WEDNESDAY, Day of MAY 2012

REMARKS, Etc.

Log	COURSES		WINDS		Waves Hgt Dir	Temp	Remarks
	True Gyro	Starboard Stern	Direction Force	Direction Force			
							0212: POS S-BE 0020: D.F. SWELANT; 0022: Fuel Tug matefast; 0024: AYC tug matefast; 0027: Fuel k AYC 0029: AYC fuel matefast F.R.A.; 0100: Flaming; 0200: RFA 0210: Sea/Swell 1/4 Chandy by. Fuel via R/L Compassio Compaio. Co's Cueleros. V/C on AYC (160) HMS STARS TALK OUT. Goods common. AYC on V/C POS photo by G.I. hrs B.C.-08. Complete. SC) Sea/Swell. P/L Chandy. Good vis. Chandy 0810 - Fishing boat collided with V/C. 0800 - Valencia Traffic Report and 0820 hrs. 0900 - Castor oil. 0900 - Castor oil. 0900 - Castor oil. Fishing vessel. Proceeding to Puerto AS PER ATTACHED SHEET. 1155: POS / SWEL. 1/4 Chandy. Good visibility. Swell AS PER ATTACHED SHEET. 1208: 140 notice to I/R; 1230: all bridge control closed; 1246 S.O.B.; 1318: m.e. SWELANT (position) found safe by AYC. 1330: POS; 1352: AYC tug matefast (v.b. (URD)); 1354: Fuel tug matefast (v.b. (URD)); 1356: v.c. entering into Valencia 1420: Fuel AYC; 1430: AYC fuel (R.A. (URD), fuel & oil tug closed 1430: Fuel AYC; 1430: AYC fuel (R.A. (URD), fuel & oil tug closed

Free Course Made To North

Distance (Naut. Miles)	Latitude	Longitude	Speed (Knots)	Distance per Log
Days Run	Obs.	Obs.	Average	Distance per Log
Total			Mean Average	Drift
To GO				



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20 ⇒ FISHING BOAT COLLIDED ON STARBOARD SIDE AT POSN  
40° 05' N / 000° 38.4' E.

TRIED TO CALL FISHING BOAT / VTS / COAST. BUT NOBODY  
REPLIED.

0830 ⇒ BOSUN REPORTED ON W/T THAT ALL OTHER F/V/L APPEAR  
TO COLLIDE FISHING BOAT AND THEN MOVING AWAY FROM  
0840 → THE COLLIDED V/L

VALENCIA TRAFFIC REPLIED AND TAKE FULL INFORMATION.

0908 → CASTELLON RESCUE CENTRE CONTACTED WITH SHIP, ASKED FOR  
ALL DETAIL AND INTERVIEWS AND THEY CONFIRMED NO MAJOR  
DAMAGE AND NO INJURY / CAUSALTY ON THE FISHING VESSEL AND FISHING  
VESSEL PROCEEDING TOWARD PORT BENICARLO

0922 : OBSERVE FISHING VESSEL PROCEEDING TOWARD SHORE TO 333', SPD 9  
DETAIL OF FISHING VESSEL AS PER MRCC  
Name CIUDAD DE BENICARLO  
ID No. 3CP3705

0930 : AFTER REPORTING MRCC VESSEL INSPECTION COMPLETED AND VESSEL  
RESUMED PASSAGE TO VALENCIA AFTER MRCC PERMISSION.  
Position of fishing vessel @ 0930 40° 15.5' N  
000° 31.4' E


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## 11.4 MSC ELOISE Voyage Plan



### PASSAGE PLAN

FROM BARCELONA TO VALENCIA  
 VESSEL MSC ELOISE DEADWEIGHT.....  
 DATE 22-05-12 DRAFTS: F.....7.3.....m,  
 A.....7.7.....m,  
 M.....7.5.....m,

#	ITEM	Checked
1	Sequential set of charts prepared/corrected/ Chart change over	✓
2	Sailing directions read, noted, understood	✓
3	Light lists corrected	✓
4	Tidal publications consulted	✓
5	Stream and current atlas prepared	✓
6	Climatic conditions considered (is weather routing required by charterer?)	✓
7	Permanent and temporary Hazards for navigation	✓
8	Margins of safety established	✓
9	Transits, clearing bearings marked	✓
10	Wheel-over positions on large scale charts	✓
11	Tidal diamonds in use	✓
12	Parallel index points marked	✓
13	VHF communications noted	✓
14	Go/ no go as per Shipboard 02e & 07c	✓
15	Safe anchorages marked	✓
16	Courses/plan double-checked	✓
17	Plan discussed with Master	✓
18	Plan approved by Master	✓
19	Plan consulted to all OOWS	✓
20	Has the minimum under keel clearance been calculated	✓

SIGNED: [Signature] NAVIGATING OFFICER ..... [Signature] MASTER

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## (1) GENERAL INFORMATION

Voyage number	YM1218/R	
Port of departure	BARCELONA	
Port of destination	VALENCIA	
Intended speed/charter speed	17.5 kn	
Total distance	163 n.m.	
Total steaming time in hours	9.31 hrs	
ETD port of departure	22-05-12	2300
ETA port of destination	23-05-12	0930
Number of pages in this voyage plan		
All charts and navigational publications have been corrected up-to	NTM number:	No. 21 / 12
	Dated:	
General remarks:	BARCELONA = UTC + 2 HR VALENCIA = UTC + 2 HR	

## (2) ACKNOWLEDGEMENT

Prepared by:	Approved by:
Name: SHAMSHER SINGH	Name: CAPT. PRASHANT SHEKHAR
Rank: 2 Officer	Rank: Master
Signature: <i>[Signature]</i>	Signature: <i>[Signature]</i>
Date:	Date:
Acknowledgement and understood by:	Acknowledgement and understood by:
Name: RAM LUBHAYA	Name: RAMANDEEP SINGH
Rank: Ch. Officer	Rank: 3 Officer
Signature: <i>[Signature]</i>	Signature: <i>[Signature]</i>
Date:	Date:
Acknowledgement and understood by:	Acknowledgement and understood by:
Name:	Name:
Rank:	Rank:
Signature:	Signature:
Date:	Date:

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**(3) PORT OF DEPARTURE INFORMATION**

Name of departure berth	Berth No....
VHF channel Port Control	VHF CH 10/14/16
VHF channel VTS	BARCELONA TRAFFIC CH:10
VHF channel Pilots	VHF CH:14

WHERE DOES EACH AREA CONTROL - mark change over points on chart and record here for long pilotage: I.E.  
 Hamburg..... Antwerp.....

*Times of high and low water*

Standard Port ..... BARCELONA.....

Date 27.05.12

	Time	Height
H.W. L.W.	0918	0.4
L.W. H.W.	0815	0.1
H.W. L.W.	1428	0.3
L.W. H.W.	2142	0.5

*Estimated draft on departure*

Forward	7.30 m
Aft	7.70 m
Min under keel clearance	
Vessel's max. air-draught	
Distance berth to Plt. Stn	1.0 n.m.
Estimated time to Plt. Stn	hrs:min.
Is there a change of Pilots?	Yes <input checked="" type="radio"/> No (delete as appropriate)
If yes, where:	
If yes, where:	N/A
If yes, where:	
Remarks:	

\* Min UKC = Min charted depth + tide - squat - heel - Max draught

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(A) PORT OF ARRIVAL INFORMATION		
Name of arrival berth	Berth No. ....	
VHF channel Port Control		
VHF channel VTS	VALENCIA VTS Ch: 10	
VHF channel Pilots	VALENCIA PILOT CH: 14/16	
WHERE DOES EACH AREA CONTROL - mark change over points on chart and record here for long pilotage: I.E. Hamburg..... Antwerp.....		
Times of high and low water		
Standard Port	VALENCIA	
Date	23.10.12	
	Time	Height
HW	01:04	0.4
LW	14:06	0.2
HW		
LW		
Estimated draft on arrival		
Forward	7.30	
Aft	7.70	
Min under keel clearance		
Vessel's max. air-draught		
Distance Plt Stn to berth	2.5 n.m.	
Estimated time to berth	hrs:min.	
Is there a change of Pilots?	Yes <input checked="" type="radio"/> No (delete as appropriate)	
If yes, where:		
If yes, where:	N/A	
If yes, where:		
Remarks:	* Min UKC = Min charted depth + tide - squat - heel - Max draught	



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(5) GENERAL WAYPOINT INFORMATION

FM: BARCELONA BERTH TO: BARCELONA PILOT STN

Charter speed :

#	WPT	LOCATION	LATITUDE	LONGITUDE	CO.	DIST.	DTG Chtrs speed
1		BARCELONA BERTH	41° 20.5 N	002° 09.3 E	054	0.6	
2			41° 20.7 N	002° 09.6 E	126	0.1	
3			41° 20.5 N	002° 10.1 E	190	0.9	
4			41° 19.6 N	002° 09.9 E	168	2.0	
5		BARCELONA PILOT STN					
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							

TOTAL DISTANCE: 4.0 n.m.

(6) CHARTS TO BE USED DURING THE VOYAGE


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(5) GENERAL WAYPOINT INFORMATION

FM: BARCELONA PILOT STN TO: VALENCIA PILOT STN

Charter speed :

#	WPT	LOCATION	LATITUDE	LONGITUDE	CO.	DIST.	DTG Chtrs speed
1	053	BARCELONA PILOT STN	41° 17.7 N	002° 10.45 E	168	0.91	
2	54		41° 16.8 N	002° 10.7 E	213	56.1	
3	55		40° 30.0 N	001° 30.0 E	241	52.2	
4	56		40° 05.0 N	000° 30.0 E	222	54.2	
5	27	VALENCIA PILOT STN	39° 24.85 N	000° 17.0 W			
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							

TOTAL DISTANCE: 163 n.m.

(6) CHARTS TO BE USED DURING THE VOYAGE

1180, 1196, 1704, 1701, 518, 562

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Department of Maritime Casualty Investigations

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(5) GENERAL WAYPOINT INFORMATION

FM: VALENCIA PILOT STN TO: VALENCIA BERTH

Charter speed :

#	WPT	LOCATION	LATITUDE	LONGITUDE	CO.	DIST.	DTG Chrt's speed
1		VALENCIA PILOT STN	39° 24.85 N	000° 17.0 W	316'	2	
2			39° 26.4 N	000° 18.8 W	211'	0.25	
3			39° 26.2 N	000° 19.0 W	295'	0.4	
4		VALENCIA BERTH					
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							

TOTAL DISTANCE: 4.65 n.m.

(6) CHARTS TO BE USED DURING THE VOYAGE




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New Text Document (3).txt  
1775 Valencia 39°27'N, 0°19'W Spain Tuesday, May 22, 2012 -0100  
Printed by TotalTide Data Area 1. Europe, Northern Waters and Mediterranean Version 1

22-May-2012  
18:00 0.3 m  
19:00 0.3 m  
20:00 0.3 m  
21:00 0.3 m  
22:00 0.4 m  
23:00 0.4 m

23-May-2012  
00:00 0.4 m  
01:00 0.4 m  
02:00 0.4 m  
03:00 0.4 m  
04:00 0.3 m  
05:00 0.3 m  
06:00 0.3 m  
07:00 0.3 m  
08:00 0.3 m  
09:00 0.3 m  
10:00 0.3 m  
11:00 0.3 m  
12:00 0.2 m  
13:00 0.2 m  
14:00 0.2 m  
15:00 0.2 m  
16:00 0.2 m  
17:00 0.3 m  
18:00 0.3 m  
19:00 0.3 m  
20:00 0.3 m  
21:00 0.3 m  
22:00 0.4 m  
23:00 0.4 m

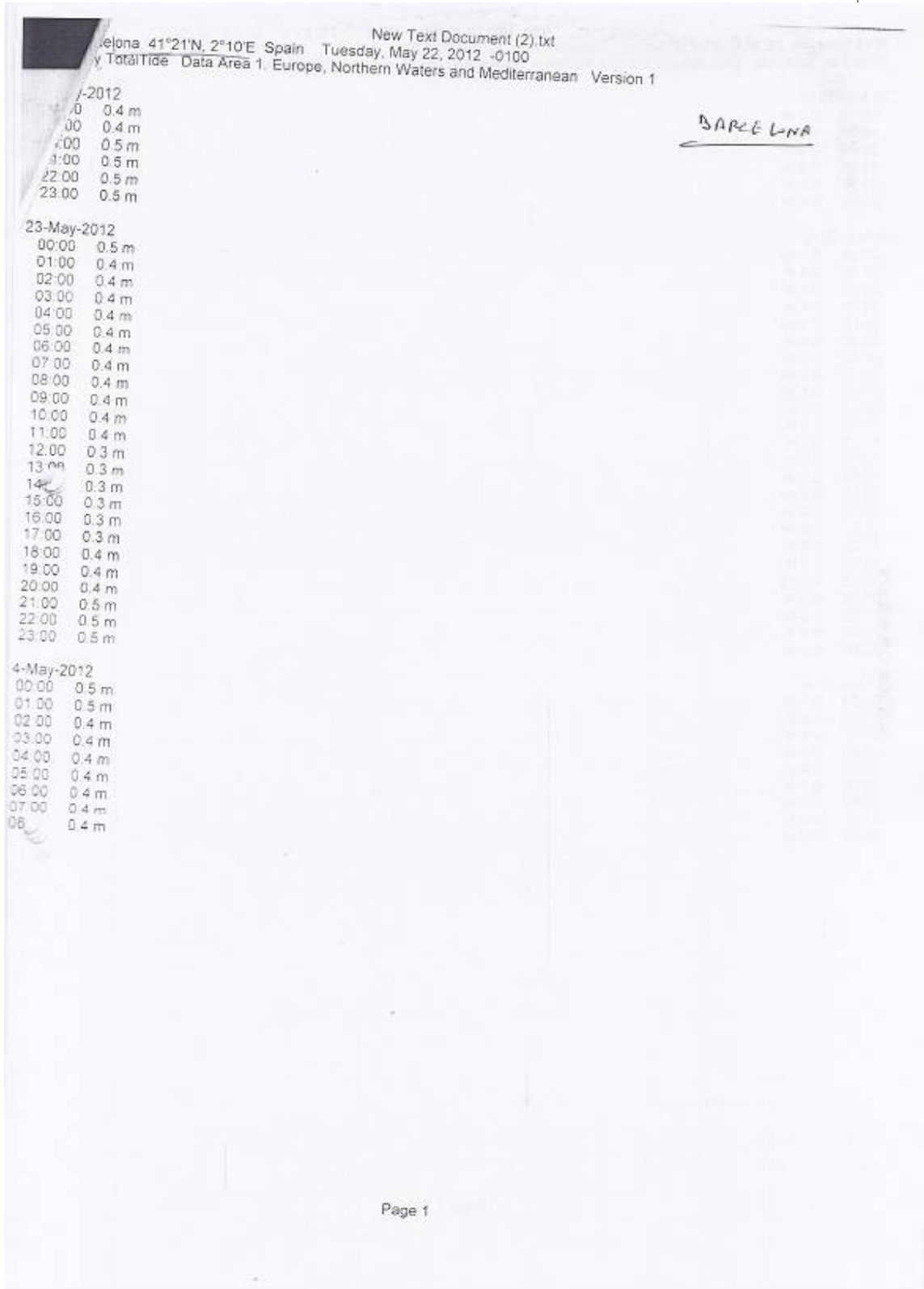
24-May-2012  
00:00 0.4 m  
01:00 0.4 m  
02:00 0.4 m  
03:00 0.4 m  
04:00 0.4 m  
05:00 0.3 m  
06:00 0.3 m  
07:00 0.3 m  
08:00 0.3 m

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(7) NAVIGATIONAL INFORMATION between waypoint # ..... and waypoint # .....			
Course	AS PER L157	Distance	AS PER L157
Engine status			
Position fixing method	RADAR / VISUAL / GPS		
Minimum water depth			
VHF channels to be Monitored		Station:	
		Station:	
Sailing directions	NP 45 & NP 46		
List of lights	ALL VOL: E ALRS 286(3)		
Other navigational publications	Routing chart 5124, AIT VOL: 2		
(8) PARALLEL INDEXING INFORMATION			
Target			
Minimum distance			
Target	/		
Minimum distance			
Target			
Minimum distance			
<i>Prevailing current</i>			
Direction			
Velocity			
<i>Prevailing weather</i>			
Remarks: 1 HR PRIOR ARRIVAL TO VALENCIA PILOT STN CALL VALENCIA VIS CH 10 & VALENCIA PILOT CH 11			
Use as many copies of this page as required to detail all parallel index information for the passage			

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### 11.5 MSC ELOISE Radio Log

DATE	TIME	FROM	TO	CH.
19/05/12	2230	3ENH9	LASPEZIA Traffic	74
20/05/12	0330	3ENH9	" " "	74
	0331	3ENH9	LASPEZIA PILOT	14
	0340	3ENH9	" " "	14
21-05-12	1230	3ENH9	LASPEZIA VTS	74
	1414	3ENH9	LASPEZIA VTS	74
22/05/12	1000	3ENH9	BARCELONA VTS	10
	1100	3ENH9	Barcelona Pilot	14
	2330	3ENH9	Barcelona Pilot	14
23/05/12	0812	3ENH9	CIUDAD DE BENICARLO	16
	0840	3ENH9	Valencia VTS	16/14
	0908	CASTELLON RESOLVE CENTER	3ENH9	16/28

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COMMUNICATION	ROW
ed up & informed VSI. Stopped 05' x 12' from Tino Island. office advise to stay 24/16	Ramadepluyh
1 to thigic that VSL has started proceeding toward Stn. etc 0604R	2/0
to contact Pilot, Pilot not responded.	2/0
set on eta to Pilot Stn 0600R.	2/0
ed Pilot disembark, approaching b.w, destination Leloro, ETA 22-15-N @ 1200H	2/0
ed that VSL crossing VSI Reporting line	2/0
ed & passed ETA 1230, Given last port, 2nd class & security, cl deficiency, Traffic advise. Called Pilot 1hr before & traffic 3' from Racon Sista buoy.	Ramadepluyh 3/0
led up & Given ETA 1230, Pilot advise to call back 1' from Racon Ceuta buoy, Pilot ladder 1hr before 2b. w. 2-	Ramadepluyh
led up & Inform Cargo operation Comp & not ready for sailing lot advise after 45' Pilot will be available - from sea side wbr 0. w. 2-	Ramadepluyh
VSL tried to contact with Collided fishing boat, but not replied.	
Reported to Valencia VSI that @ 0810: our ship collided n one fishing vessel on STBD side @ Position 10° 05' 0" N 000° 36' 4" E.	Q do
Eton Rescue Centre contacted with the ship and ed last fac and next fac, and confirmed lidal fishing vessel is in good condition and ow proceeding toward BENICARLO Port.	2/0



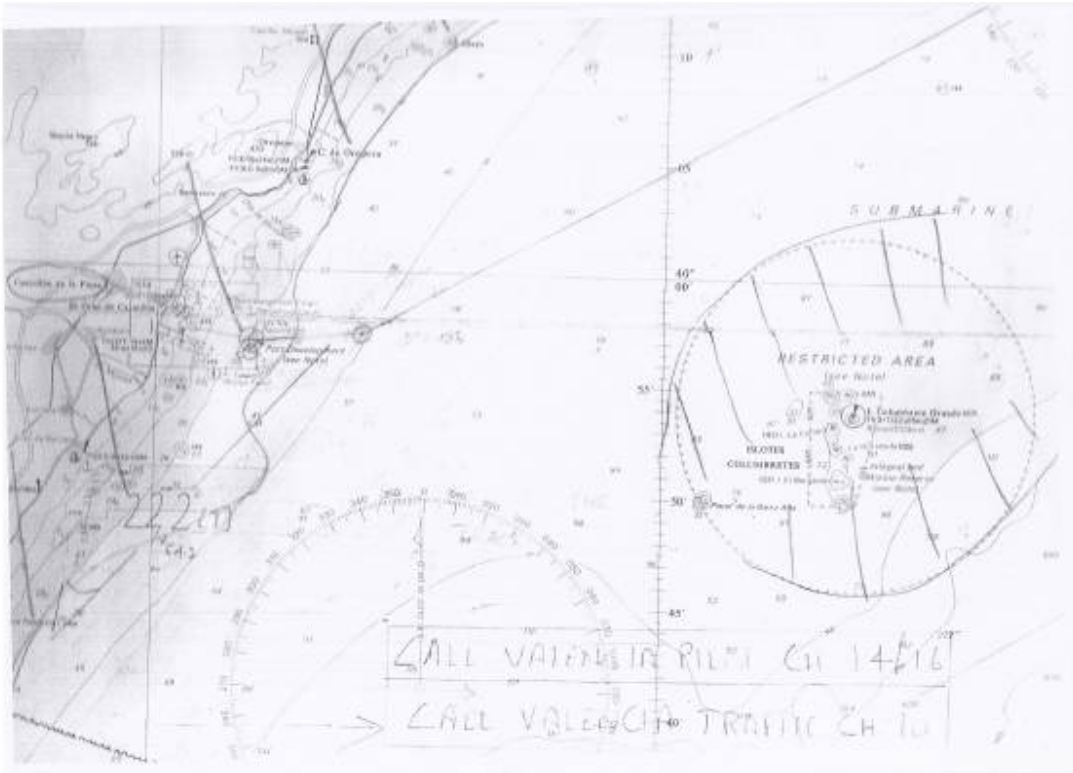
# Merchant Marine General Directorate

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## 11.6 MSC ELOISE Chart area of collision



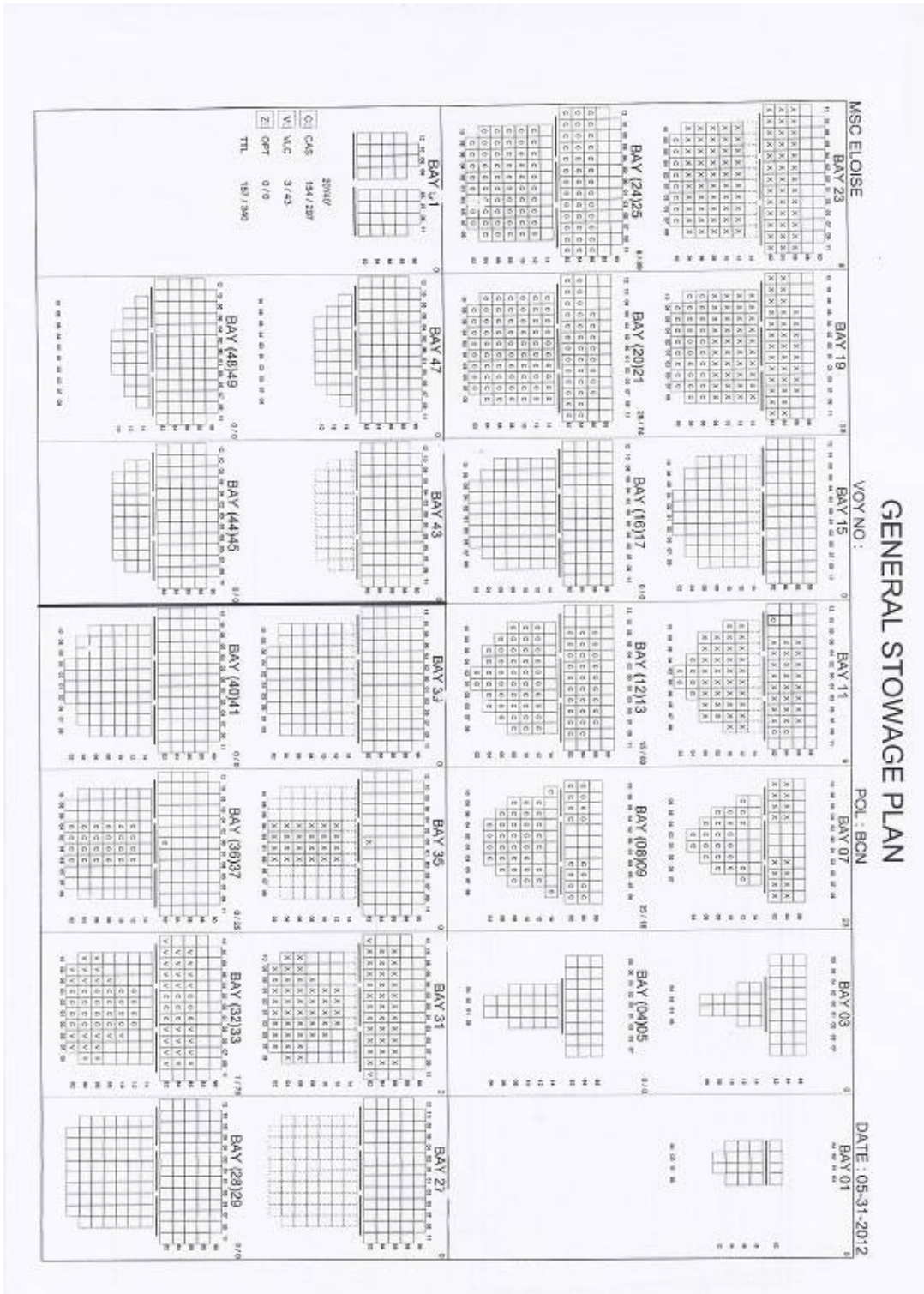
# Merchant Marine General Directorate

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## 11.7 MSC ELOISE Cargo plan





## 11.8 Press Realease

Veintepies :: Versión para imprimir Página 1 de 1

 Cerrar Ventana

Jueves, 21 de junio de 2012  Imprimir

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### Colisión del "MSC Eloise" y del pesquero "Ciutat de Benicarló"

VM, 25/05/2012

El pasado miércoles, el pesquero "Ciutat de Benicarló" colisionaba con el buque "MSC Eloise" al norte de las Islas Columbretes, aunque no hubo que lamentar daños personales o contaminación.

El pesquero navegaba hacia el caladero al este de Islas Columbretes, sin pescar a 11 nudos.

El mercante procedía de Barcelona hacia el puerto de Valencia a 18,5 nudos.

Fuentes de la Capitanía Marítima de Castellón confirmaron que se ha abierto una investigación, y ya se ha procedido a tomar declaración a los tripulantes del pesquero y la Capitanía Marítima de Valencia, que investigará a bordo del mercante en Valencia. Los resultados se trasladarán a la Comisión Nacional de Investigación de Accidentes e Incidentes Marítimos, que será la encargada de sacar las conclusiones y redactar el informe final del accidente.



El "Ciutat de Benicarló" colisionó con el carguero "MSC Eloise"

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Un buque arrolla a un pesquero de Benicarló cerca de Columbretes - Comarcas - El ... Página 1 de 2

El Periódico Mediterraneo | Jueves, 21 de junio de 2012

Mediterráneo

Comarcas

BENICARLÓ EN ALTA MAR

## Un buque arrolla a un pesquero de Benicarló cerca de Columbretes

Capitanía Marítima investiga las causas y determinará quién es el responsable. El barco faenaba junto a un grupo de embarcaciones en la zona de 'El Volante'

MARIA JOSÉ SÁNCHEZ 24/05/2012

El barco pesquero Ciutat de Benicarló y un buque portacontenedores se vieron involucrados ayer en una colisión en alta mar cerca de las islas Columbretes. Aunque aún están por determinarse las causas del accidente, parece ser que se debió a un error humano. El suceso se produjo por la mañana, cuando se encontraban alrededor de ocho o nueve embarcaciones en la zona, a la altura de la roca El Volante. Entre ellos, el accidentado que no pudo completar la maniobra para evitar el impacto y sufrió daños en proa.

Sin embargo, y a pesar de lo aparatoso del accidente, los tripulantes del buque de grandes dimensiones no se dieron cuenta de lo acontecido y el portacontenedores siguió su rumbo hasta que fue avisado por los marineros de las otras embarcaciones y por la unidad de salvamento marítimo, deteniendo su marcha.

El caso está siendo investigado por Capitanía Marítima de Castellón que, una vez esclarecido, determinará los diferentes grados de culpabilidad y se instruirán las pertinentes diligencias. Mientras, el Ciutat de Benicarló se encuentra en las instalaciones del varadero de la empresa Oremar, a donde se desplazarán los peritos de las compañías aseguradoras para valorar el importe de los daños.

Cabe señalar que el barco pesquero volvió a puerto por sus propios medios sin necesidad de ser remolcado y, al sufrir desperfectos, deberá estar varias semanas en dique seco a la espera que finalicen las investigaciones y pueda llevarse a cabo su reparación.

La embarcación siniestrada es propiedad del armador Antonio Bayarri, que tendrá que hacer frente a los inconvenientes que conlleva no poder salir a faenar, con el consiguiente perjuicio económico que provoca no disponer de los ingresos que supone comercializar las capturas. H



**Autoridad Marítima de Panamá**  
Dirección General de Marina Mercante  
Departamento de Investigación de Accidentes Marítimos