

Report from the Division for Investigation of Maritime Accidents.

## Report regarding the collision between the fishingvessel **SIMONE** and the containership **AURORA** in the Sound on 29 October 2009.



SIMONE (Foto: Opklaringsenheden)



AURORA (Foto: [www.shipspotting.com](http://www.shipspotting.com) / Willi Thiel)

### **Faktuel information**

**SIMONE** is a one-man-operated fishingvessel. The vessel is rigged for net fishing. SIMONE is built in 1990. Length over all is 12.02, tonnage 9.10 BT and the vessel is equipped with one engine of 85 kW. At the time of the collision, the skipper was the only person on board.

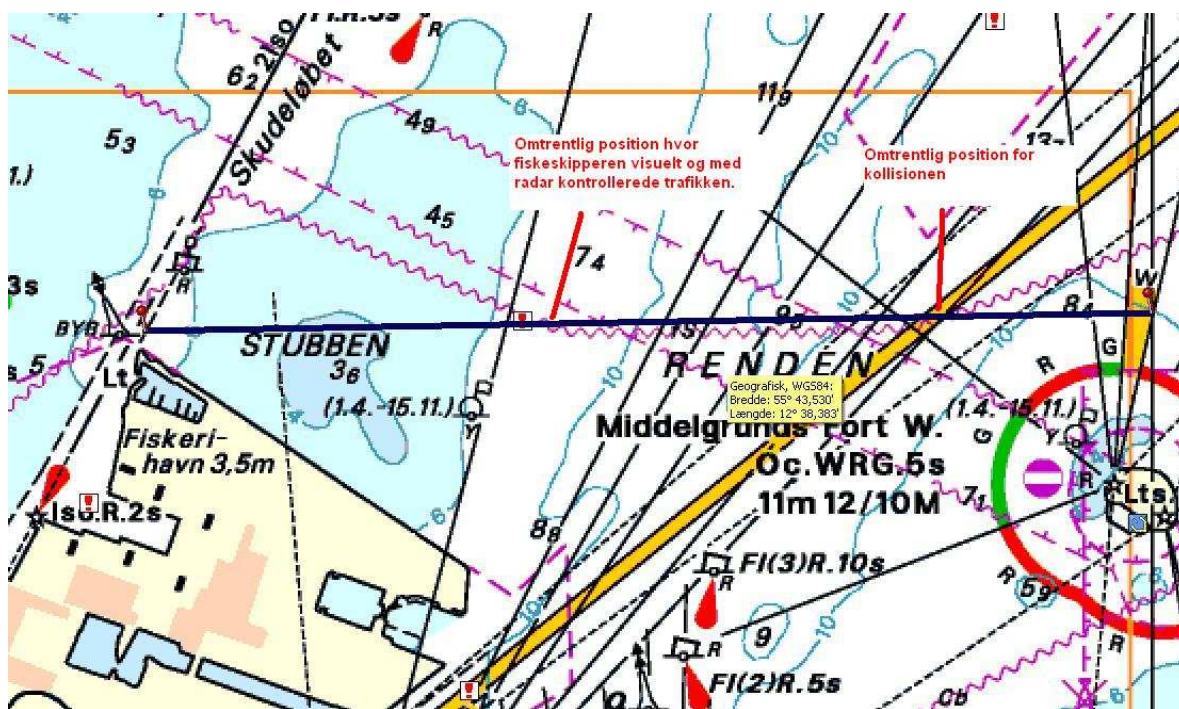
**AURORA** is a containervessel of 11.386 mt and 9.981 BT. Length over all is 134.44 m. The vessel is egistered in Cyprus and the homeport is Limassol. At the time of the collision, the vessel had a crew of 13.

The collision happened at 06.11 in morning (local time). It was dark, and the visibillity was good. Wind was ESE 6-8 m/s. The sea was calm.

## Narrative

### SIMONE

SIMONE departed from Fiskerihavnen in the northernmost part of the port of Copenhagen on 29 October 2009 at approximately 05.55 in order to inspect nets just North of Flakfortet (see Figure 1 – Map extract of SIMONE's route). Immediately after passing the breakwater, the course was changed to East in order to pass North of Middelgrundsfortet, and then direct to the position of the nets North of Flakfortet. Before departure the Skipper checked that the running lights were in working order. Apart from Sidelights, masthead light and sternlight, SIMONE's decklighting was also switched on in order to improve the chance of being observed from other vessels.



Figur 1: SIMONE's route from Fiskerihavnen.

SIMONE was steered by the autopilot, and just before crossing the route for vessels departing the port of Copenhagen, the skipper both visually and by radar (radar set on the 3 NM range area), controlled for traffic bound for or coming from the port of Copenhagen and Kongedybet. The skipper did not observe any traffic. He therefore sat in the steering chair, and continued his navigation. Approximately five minutes later he felt a blow aft. The skipper was pushed back in the steering chair, and SIMONE took on a severe list. When the skipper looked aft, he observed a large containervessel. At no time prior to the collision had the skipper observed the other vessel. At no time neither prior to or following the collision was the skipper aware of the other vessel's whistle.

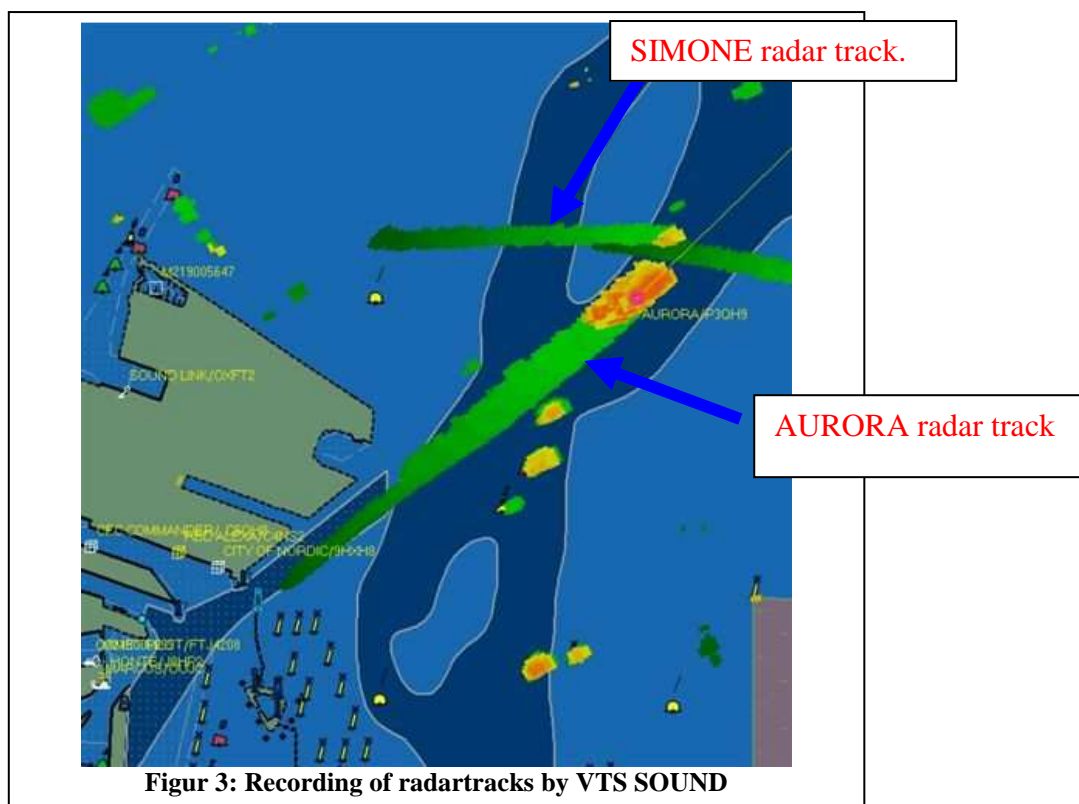
The skipper was not injured by the collision, and SIMONE could return to Fiskerihavnen under its own power. On board SIMONE the collision caused a leak in a diesel oil tank, causing diesel oil to flow into the engine room. When alongside in Fiskerihavnen after the collision a leak in the cargo compartment was discovered. With a borrowed pump it was possible to empty the compartment, and the vessel's own pump was then able to keep the compartment dry.



The master of AURORA reported the collision on VHF to VTS SOUND, and received orders to anchor on Copenhagen Roads. The vessel anchored at 06.45. Following the collision, AURORA's classification society made an inspection of the vessel, but found no damages.

### Recording of radartracks by VTS SOUND.

Routinely VTS SOUND recorded radartracks in the area covered by the VTS system. An extract of this recording from the seconds before the collision is seen in figure 3. The 'trails' shown (the green 'wake' behind the radarecho) originates at approximately the time when SIMONE was first observed by AURORA. From the recorded radartrack, it is seen that in the minutes prior to the collision, SIMONE is on a constant easterly heading.



## Conclusion

- The collision between SIMONE and AURORA was caused by an improper lookout in both vessels.
- The timespan from the moment where SIMONE was first observed from AURORA to the collision, was approximately ten minutes. During these ten minutes the fishingvessel was not kept under constant observation. Therefore the AURORA bridgeteam did not become aware of the risk of collision, but based their perception of the situation and their actions on less than adequate information.

- At no time prior to the collision was AURORA observed from SIMONE.
- It cannot be precluded that SIMONE's deck light on the aft deck did prevent the skipper from observing AURORA aft.
- It cannot be precluded that SIMONE's deck light aft did impair the visibility of the fishing vessels navigational lights.

## **Recommendations**

Had SIMONE been equipped with an Automatic Identification System (AIS), information of the vessels course and speed had been available on board AURORA. In an area and in a distance between the vessels as in the actual situation, an electronic plotting of the other vessel on radar can be misleading. In such a situation information from AIS can be of importance in order to prevent a collision.

The Division for Investigation of Maritime Accidents recommends that the owner of SIMONE considers installing an Automatic Identification System (AIS).

22 January 2010

The Division for Investigation of Maritime Accidents