



MV NATISSA

An unlucky
River sea trader



A CHAPTER OF ACCIDENTS

- Malta river/sea bulk carrier “NATISSA” grounded on 31st march 2008 on the PORQUEROLLES ISLAND (French Riviera).
- But she had also two serious accidents in Rhone waterway, on 11th July 2007 (grounding in the Rhone River) and 18th November 2008 (wheelhouse beheaded under a railway bridge in the Rhone River).



INVESTIGATIONS

- Investigation about sea accident has been conducted by the French BEA mer and the report published on website.
- Investigations about river accidents are conducted by another investigation service, French “**BEA TT**” (Territorial Transport Investigation Department), separate from BEA mer, in charge of railway and road accident investigations.
- But BEA mer lend an investigator to BEA TT



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NATISSA SEA ACCIDENT



NATISSA GROUNDED ON 31st MARCH 2008



E- MAIF 30-31 march 2009 – BUDAPEST



CIRCUMSTANCES 1

- On 31st march 2009 17:30, the NATISSA leaves NICE, bounded for LYON (on Rhone River)
- Captain is OOW, alone on the bridge, from 18:00 to 24:00
- From 22:00, he is busy with administrative and commercial works.



CIRCUMSTANCES 2

- When he hold up one's head, two hours later, he found oneself face to face with rocks
- He tried an ultimate action with engine, but the ship grounded at 23:55 on the Porquerolles Island
- The ship was refloated on the next day and be able to go to Toulon harbour by himself.



THE SHIP

- Built in Hull (UK) in 1995
- Length: 81,6 m
- Width : 11,30 m
- Depth : 24,6 mm
- Draught : 5,3 m
- Freeboard : 1617 mm
- Tonnage : 1554 UMS
- Capacity: 1917 MT
- Speed : 10 knots
- Telescopic wheelhouse



THE CREW

- Crew of 7
- Only two officers qualified OOW (including captain)



The bridge on starboard side



METEOROLOGICAL CONDITIONS

- Good visibility (12 km)
- Little rain
- Wind 350° / 15 knots

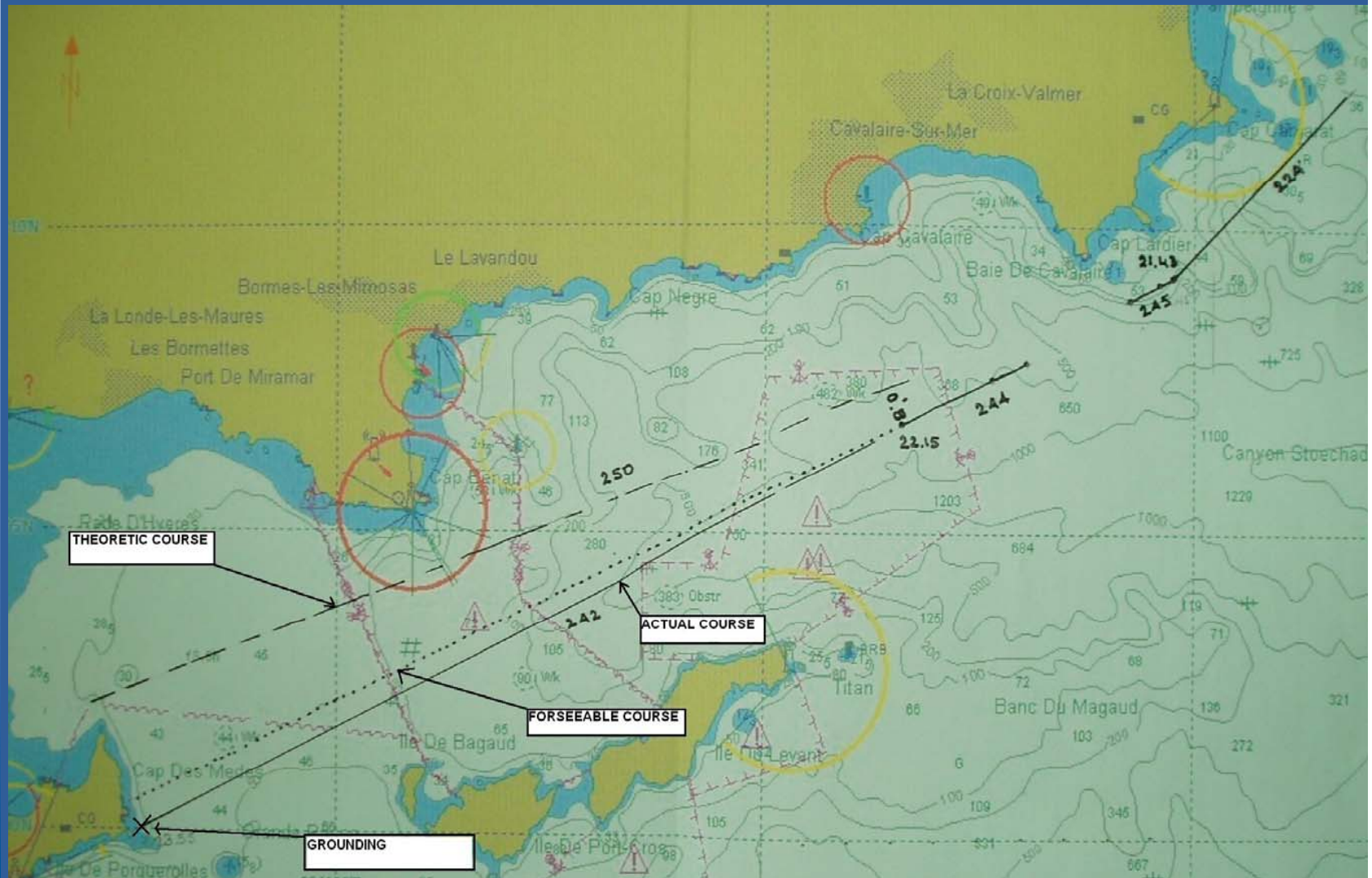


THE FINDINGS

- Captain is alone on watch in the dark
- From 21:43 (last reported position) and 23:55, his attention is monopolized by computer work
- The CMG is not 250 as planned but 242, because northerly wind and Ligure stream (SW # 0,5 knots).



RECONSTITUTION



Origin : vessel chart and radar recording from coastal station



ANALYSIS

- A number of contributing factors have been identified :
 - lack of attention to navigation in a coastal zone between land and islands
 - lack of lookout
 - absence of a second sailor on bridge
 - routine



RECOMMENDATIONS 1

1) TO OWNER

- Insure that two people are on watch in dark periods
- Insure that during watch, priority is given to watch keeping and attention to navigation
- Complete crew if necessary and insure that crew knows working organisation



RECOMMANDATIONS 2

2) TO FRENCH ADMINISTRATION

- The French representative at IWO will watch over works of this organisation, regarding BEA recommendations
- The French organisation in charge of radar littoral supervision will watch over
 - improvement of shadow zones
 - training and sensitization of radar operators about aberrant courses



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NATISSA RIVER ACCIDENTS



1) GROUNDING (LE RHONE RIVER) on 11 July 2007

At this time, flag was ST-VINCENT & GRENADINES.

Bow grounded on the East bank of Le RHONE River and the stern collided with a spar. Then, she put crosswise.

Contributive factors :

- difficult passage,
- important discharge of the river, eddies,
- Pilot surprised by ship's reaction.

2) COLLISION WITH A RAILWAY BRIDGE (LE RHONE RIVER) on november 2008





what happened ?



OOW just forgot to lower the wheelhouse before passing the railway bridge !

Wheelhouse was destroyed...



PROBLEMATICAL OF RIVER/SEA VESSELS

- adaptation to river navigation conditions,
- above all they are conceived for sea,
- handling in river : very short reaction time, adequate power,
- ship's conceiving adapted to the two modes of navigation



**THANK YOU FOR YOUR
ATTENTION**