CASE STUDY : M/S LE JOOLA

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SENEGAL
M/S LE JOOLA: HISTORY

Name: Le Joola
Owner: Republique Senegal, Ministere de l'Equipement, Dakar / Senegal
Operator: Senegalese Navy
Port of registry: Senegal
Route: Dakar to Casamance
Builder: Schiffswerft Germersheim GmbH (Germany)
Acquired: 1990
Out of service: • 13 September 2001 – 10 September 2002 • Mechanical damage repair and replacement of the port side engine
Identification: • IMO number: 9019901 • Callsign: 6VYZ
Fate: Capsized and sunk in rough seas 26 September 2002
Status: Wreck
Notes: The ship was overloaded with an estimated 1,863 aboard at the time of disaster.
M/S LE JOOLA: General Characteristics

Class and type: Roll-on/roll-off ferry

Tonnage: 2,087 GRT

Length: 79.5 m (260 ft 10 in)

Beam: 12 m (39 ft 4 in)

Draft: 3.1 m (10 ft 2 in)

Capacity: • 536 passengers
           • 35 cars

Crew: 44
26 September 2002

- At about 1:30 pm on: *Le Joola* set sail from Ziguinchor in the Casamance region;
- At 10 pm: last call from the ferry staff was broadcast to a maritime security center (navy operation coordination center) in Dakar. Reported good travel conditions;
- At around 11 pm, the ship sailed into a storm off the coast of Gambia;
- The ferry capsized, throwing passengers and cargo into the sea, all within five minutes.
M/S LE JOOLA: CAUSES OF ACCIDENT

• Rough sea and wind
• Overcrowding: Ship unstable. Due to the heat and claustrophobic conditions below deck, as many passengers as possible usually slept on the upper level, making the ship more unstable.
M/S LE JOOLA: CAUSES OF HIGH NUMBER OF DEATHS

• Overcrowding: Ship was designed to carry a maximum of 580 passengers and crew, an estimated 2000 passengers are believed to have been on board and at least 1,863 died; 64 survivors.

• Failure to respond quickly enough to disaster;

• Slow rescue work;

• Poor coordination: Lack of SAR COORDINATOR
HIGH AUTHORITY IN CHARGE OF MARITIME SECURITY AND SAFETY (HASSMAR)

• Placed under Prime Minister authority;
• Establish MRCC and RSCs for maritime security and safety watch on SAR AOR;
• Train personnels to meet IMO and IMRF recommendations;
• Establish contingency plans to provide SAR services;
• Test and review plans;
• Coordinate maritime administration’s responses to distress situation from the MRCC.
Thank you for your attention

QUESTIONS