



SAR COORDINATOR

CASE STUDY : M/S LE JOOLA

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M/S LE JOOLA: HISTORY



Name:	<i>Le Joola</i>
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:	<ul style="list-style-type: none">•13 September 2001 – 10 September 2002•Mechanical damage repair and replacement of the port side engine
Identification:	<ul style="list-style-type: none">•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



M/S LE JOOLA: Voyage and incident

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