

Incident Reports

A summary of reports of publicised Offshore-related incidents that have occurred since the last meeting.

#	Race / Location	Yacht	LOA	Type	Incident	Outcome
1	1000 miles des Sables	Les P'tits Doudous	50'	Tri	Capsize	Boat and crew recovered
2	Delivery Portugal to UK	Tulikettu	52'	Mono	CollisionUFO	Abandoned - Recovered
3	Qualification - Sydney	Nexba	30'	Mono	Keel failure	Capsize - boat destroyed
4	Qualification – Cornwall UK	PIR ²	50'	Tri	Collision	Capsize - boat recovered
5	Dhream Cup – South of Ireland	Lodi Group	50'	Cat	Capsize	Boat and crew recovered
6	Qualification - Biscay	Group Berkem	40'	Mono	Keel failure	Boat and crew recovered

1. 1000 miles des Sables – ‘Les Petits Doudous’ – Ocean 50 trimaran

While taking part in the 1000-mile race in Les Sables between Les Sables d'Olonne, Fastnet and Cap Finisterre. Shortly before midnight (Sunday 10 April), while sailing downwind in unstable conditions about thirty miles from the La Coruña waypoint, Armel capsized. Less than two hours after the capsize, the emergency services hoisted him up and transported him to La Coruña.

Last night, the skipper of P'tits Doudous was operating in a southwest wind of 18 to 19 knots, on a sea formed with a west swell, when his 50-foot trimaran capsized. In these relatively unstable conditions, Armel was sailing carefully, under small gennaker. Sheltering inside the central hull of her Ocean Fifty at first, he was quickly winched by Spanish rescuers and dropped ashore in La Coruna where he spent the night. At the same time, the recovery operation of the boat was organized from Lorient, under the direction of the navigator Adrien Hardy whose expertise in the rescue of racing sailboats is well established. The team should arrive tonight in the area, helped by a positioning beacon activated by Armel before leaving the boat, in order to locate the position of the P'tits Doudous.

Reached this morning by phone, Armel Tripon, naturally in shock, returned to the events of last night: "I was under little gennaker and ballasted thoroughly when it happened. I wasn't in attack mode at all. I was making way at 140 [TWA] when the autopilot stalled and the boat was at 70 [TWA] from the wind. The pilot reacted badly to an over powering and where it should have beared-away, it luffed. I was inside and when I came out, the gennaker was luffing. I had however put the system that allow to release the sails in, but it did not work. I wanted to shoot again but in two seconds the bows planted. I rushed inside... I heard a crack when the mast hit the water, and then the boat capsized."

Safely on land, in La Coruna, Armel Tripon is not injured. He is now waiting for the team from Lorient early this morning to arrive on the capsizing area to follow the towing operations.

2. ‘Tulikettu’ – Infinity 52- collision UFO – swamping – abandoned - recovered

<https://www.sailingscuttlebutt.com/2022/05/01/infiniti-52-lost-in-the-north-atlantic/>

Infiniti 52 lost in the North Atlantic

Built by Composite Builders, Michigan, the first Infiniti 52 to be delivered was abandoned in the North Atlantic after colliding with an unidentified floating object (UFO). Designed by Hugh Welbourn, the monohull is the first foil assisted high performance racing yacht developed for semi-custom production. Along with a keel, the boat is fitted with a Dynamic Stability Systems (DSS) retracting lateral foil which protrudes out the sides of the hull, just beneath the water to leeward.

Tulikettu was sailing from Cascais, Portugal back to the Team Base in Gosport, United Kingdom.

The yacht collided with an UFO on April 18. The EPIRB was launched on April 20 at 00:54 am UTC. Will Jackson, Tulikettu shore team manager, supported the Person-In-Charge via a continuous satellite connection. On April 20 at 10:45 am UTC, the entire crew was evacuated to an oil tanker that had been diverted to assist, and Tulikettu had to be abandoned at sea.

A salvage operation commenced on April 21 with a high-powered tug sent to search the area with direct assistance from a spotter plane. The search efforts continued 24/7 with support from MRCC Turku and MRCC Delgado. The multinational team worked together producing daily drift calculations to assist the sea and air recovery specialists. However, hope of recovery has faded after intensive searching, and the Tulikettu Team stopped the search late on April 29.

A new sighting of the boat was obtained on Monday, May 23rd. The boat was spotted by passing yacht and the crew reached out to the Tulikettu Social Media Channel via private message. When the tip proved to be reliable, the rescue operation was immediately restarted.

After dozens of flight hours, countless drift calculations, and hundreds of nautical miles of searching by salvage boats, Tulikettu was found on Saturday, June 4, approximately 100 nautical miles west of Cape Saint Vincent, the southern tip between Lisbon and Gibraltar. The yacht was towed to the port of Portimão on Sunday, June 5th where she will undergo a thorough inspection and assessment of damage sustained.

After refurbishment and repair, 'Tulikettu' is expected to resume her ambitious racing schedule.

3. Nexba – Farr X2 – Sydney – Keel failure – Capsize

Two sailors have survived an ocean capsizing after a dramatic rescue in extreme sea conditions by the crew of the Royal Australian Navy destroyer HMAS Brisbane.

The pair spent 15 hours in the ocean after their yacht capsized near Wollongong on the NSW South Coast at 1am on Saturday.

The vessel was first reported missing at 1pm, sparking a search by HMAS Brisbane.

The two sailors were soon found, after a passing vessel spotted them. They were found clinging to their vessel and were rescued in 56km/h winds and two-metre swells. Despite spending hours in the ocean, the two sailors were assessed as being in good condition.

“The Royal Prince Alfred Yacht Club, with the support of the vessel owner and crew, will be conducting an independent review into the Nexba incident which occurred off the coast of Wollongong on Saturday 2nd July 2022. The Club is currently considering the terms of reference & panel members for the review. On completion of the review a report will be produced and shared with Australian Sailing & World Sailing.”

Farr X2 – World Sailing Certificate of Plan Review 000220-0098-S

14 September 2022, DNV advised WS that: “We received [and approved] an updated version of the Farr X2 Keel. The new version is the same in structural matters but now with a system to lock and secure the keel bolts.”

4. **PIR² – Langevin 50' trimaran – Newlyn (UK) – Collision – Capsize**

The French skipper Etienne Hochedé who was rescued on July 14 after capsizing off Cornwall just a day before making it home after a transatlantic solo crossing, has spoken of the moment he nearly lost everything at sea.

Etienne Hochedé was a mere day away from reaching the French port of Fécamp when the starboard float on his 50ft Sylvestre Langevin-designed aluminium trimaran PiR2 hit a cardinal buoy off the Isles of Scilly. The boat was launched in 1983.

"I had been at sea for 17 days and gone through five days of strong winds where I didn't have much sleep and I fell asleep at the wrong time. I underestimated the speed the boat was going at too and I hit one of these cardinal buoys. They're huge things of metal about 2.5m in diameter. The boat just stopped dead. There was some damage to the starboard float but it didn't look like it was that bad."

However, the bulkhead which should have stopped the whole float from flooding did not hold and started to take on water. The yacht soon started listing as the float sank deeper beneath the waves.

He tried to reach the nearest land when, nine nautical miles out in Mount's Bay, the boat flipped over. "I saw the boat start to list slowly then it all happened at once," Etienne said. "I dived in the sea because I didn't want to be trapped under the boat or inside the cabin or under some net or one of the sails. I'd tried to call the coastguard so my phone was on the top of the cabin. That's gone now."

"It was a nice day and quite warm. There were some fishermen in the area who saw the boat behave not as it should be. They're the ones who called 999. There was a Navy helicopter on exercise in the area and I was out of the water in less than 15 minutes. They were brilliant."

However, while he was taken to the Royal Cornwall Hospital at Trerule in Truro to be checked over, he could not prove his identity to the Home Office officials who paid him a visit because his passport and other possessions remained inside the PIR2 now floating upside down off Penzance. His phone was lost and he found himself with nothing but the fleece and trousers he was wearing at the time.

Source Olivier Vergnault www.cornwalllive.com

5. **Lodi Group– Catamaran Barreau 50' – Dhream Cup – Capsize**

19 July - Loïc Escoffier racing solo the Barreau-designed 50' catamaran 'Lodi Group' capsized 60 miles south of the Fastnet.

Picked up by the Irish Coastguard seven hours after capsizing, it was time to take care of the recovery of the catamaran. It was done with the help of Adrien Hardy, the specialist in this kind of operation, who towed the boat, found in the Celtic Sea, off Cork.

Last Thursday, the multihull was inspected, then righted before being towed to Lorient. On Monday, the boat was taken out of the water: Lodi Groupe's mast is broken in one place and will have to be sleeved. A capsize obviously leaves traces but after the first inspections that we were able to do, we know that it is possible to take up the challenge to be ready for the Route du Rhum.

6. **Groupe Berkem– Etienne Bertrand design Class 40 – Keel failure – Capsize**

Tuesday August 2 around 6:30 p.m., Laurent Camprubi lost the keel of his Class40 Jeanne – Glaces Romane (ex Groupe Berkem) while sailing close-hauled in 30 knots of wind off the Spanish coast during her qualification for the Route du Rhum. The skipper, a member of the CNTL's racing division, talks about his capsize, his survival reflexes which enabled him to be rescued 18 hours later, and his objectives to date.

"I was in race mode, with a beacon that gave my position to the organization every 15 minutes. I was really happy, the boat was going great, and by my calculations I had 7-8 hard hours left before everything calmed down significantly. I hadn't slept much for two days, and I was in my beanbag in the cockpit in the resting phase" explains the skipper "In fact, when the boat turns over, it happens at a speed unbelievable. I understand that I have lost the keel. I don't have time at all to lower the mainsail as the mast is already in the water. It capsizes in 10 to 15 seconds. I'm upside down, with the water coming in. I try to close the door, but with the power of the water, it's just impossible. And then there it is. I find myself like that and I say to myself: no, I don't believe it, I'm dreaming, it's a nightmare... We don't expect that. »

"Before the accident, the sea was so rough that my fuel tank had broken, and I had diesel in the back of the boat. I was a little nauseous because of that as soon as I entered the boat to do my navigation or analyze the files, there was a terrible smell and suddenly I hadn't eaten or drunk for 12 hours. "

A situation that the capsize will worsen. While the skipper manages to recover and put on his survival suit in the water which invaded the upturned cockpit, then hit his distress beacons - a lot of stress without glasses - the water is polluted by diesel and fumes from batteries. He finds refuge at the level of the companionway.

"It's hard to realize what I experienced inside with the infernal force of the surf. After an hour, everything was torn inside: the electronics, even what was laminated and not solid enough. Everything turns into dangerous objects that came at me with force. » Survival equipment, emergency VHF, food and water: all these elements floating around the skipper at the time of capsizing will disappear, for lack of being able to attach them anywhere, resulting in particular in a water diet of more than 16 hours.

My rescuers told me: "We understood why you were alive"

Wednesday, 12:30 p.m.: divers from the Spanish Salvamento Marítimo - which dispatched all its resources to the area as soon as the distress signal was triggered - arrive under the boat which they have secured with the help of floating balloons. 18 hours after the capsize, in still difficult weather conditions, they managed to locate and accompany the navigator to the surface, before he was airlifted and taken to the hospital in La Coruña for hypothermia (body temperature at 34°) and dehydration.

"It's crazy how much adrenaline it does. The last meters, I'm not ready to forget them! " admits the navigator, who has solid diving and freediving experience, which he has been practicing for years as a spearfisherman. "When I debriefed with my rescuers - who have become my friends - I told them that I expected them to give me air. But in fact, when they pulled my boot, I put all my strength to dive into the water despite my survival suit which has strong buoyancy, and - to their surprise - they saw me appear under the water, fist in the form of victory! Giving a mouthpiece at this time is indeed super risky because if I miss it, I could drown. So they caught up with me, and put their hands over my nose and mouth to prevent me from having a bad reflex until I reached the surface of the water. »

The boat was towed to La Coruña and righted, it must now be repatriated to a Breton shipyard. The hull is intact, but the rigging and the interior completely to be rebuilt. For the record, the boat was prepared in 2022 in La Seyne sur Mer after being built in Cape Town, South Africa.

-Press release Maguelonne Turcat

Etienne Bertrand Class 40 Cape 40v2 World Sailing Certificate of Plan Review 000243-0607-S.