

# TRANSPORTATION SAFETY BOARD OF CANADA



## MARINE SAFETY INVESTIGATION REPORT M24C0142

### *Collision between commercial passenger vessel and pleasure craft*



#### OCURRENCE SUMMARY

- On June 27, 2024, the passenger vessel operated by Croisière Navark departed Boucherville, Quebec, for a scheduled transit to the Old Port of Montréal via the Chenal du Sud.
- As the pleasure craft and passenger vessel were navigating Chenal du Sud, the pleasure craft operator noticed the other vessel approaching head on and made the estimation that they would pass each other within a distance of 7 metres.
- Just before the collision, the pleasure craft suddenly experienced a series of uncontrolled dynamic motions and veered directly into the path of the passenger vessel.
- Both operators were left with insufficient time to react and the two vessels collided.

#### VESSELS & PEOPLE

##### **NAVARK FAUCON MILLENIUM**

2 crew members + 38 passengers on board  
Outcome: Several passengers sustained injuries, 9 requiring hospitalization. Minor damage to vessel

##### **PLEASURE CRAFT**

6 occupants on board  
Outcome: 5 people injured. Vessel was a total loss



#### KEY FINDINGS

- Although the pleasure craft operator held a valid Pleasure Craft Operator Card and had more than 20 years of boating experience, his training and experience did not adequately prepare him to assess the risk of collision in such a complex environment.
- As a result, he did not take timely action to reduce the risk of collision, as required by the Collision Regulations.

**BETWEEN 2012 & 2021, AN AVERAGE OF 106 FATALITIES PER YEAR WERE ASSOCIATED WITH RECREATIONAL BOATING. 57% OF THOSE INVOLVED POWERBOATS.**

#### SIMILAR ACCIDENTS

[M23C0143](#) Ferry and pleasure craft collision

[M22P0298](#) Cargo vessel and pleasure craft collision

#### TSB RECOMMENDATION M26-01

Several TSB investigations, including this one, have shown that pleasure craft operators may not be prepared for situations in which they find themselves in a complex environment on the water.

Therefore, the Board recommends that Transport Canada modify the Pleasure Craft Operator Competency Program to ensure that pleasure craft operators acquire and maintain a sufficient level of knowledge to be able to respond to the unique elements of the conditions in which they operate.

For more information, visit [bst-tsb.gc.ca](http://bst-tsb.gc.ca) and follow us @TSBCanada

The TSB investigated this occurrence for the purpose of advancing transportation safety. It is not the function of the Board to assign fault or determine civil or criminal liability. This is not created for use in the context of legal, disciplinary or other proceedings.

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