



# Bundesstelle für Seeunfalluntersuchung

## Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of  
Transport and Digital Infrastructure

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**E-Mail: [posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de) 21 March 2014**

### Press Release 5/14

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No. 19/12 was published on 21 March 2014. The report deals with the less serious marine casualty involving the grounding of the MV DEUTSCHLAND on 15 January 2012 in Chile nearby the glacier Ventisquero Italia.

Upon request the report will be forwarded. Alternatively this report – as well as all previous reports – is available on the website <http://www.bsu-bund.de> and can be downloaded.

#### Short version:

MV Deutschland was on a round trip through the Chilean Islands. At about 2300 on Sunday 15 January 2012 the vessel reached the glacier Ventisquero Italia. A few minutes before reaching the glacier the vessels command asked the pilot, whether it would be possible to sail closer to the glacier as initially intended. The

pilot thereupon decided to reduce the speed and manoeuvre significantly closer to the glacier. MV DEUTSCHLAND already turned to the middle of the fjord again when she grounded. Shortly afterwards it was managed to navigate towards the middle of the fjord by means of several manoeuvres

and to resume the voyage to the next port of call. No damages to the vessel and no environmental pollution could be detected.

The final investigation report was published on 21 March 2014 on [www.bsu-bund.de](http://www.bsu-bund.de).

## **Long Version**

### **Less serious marine casualty**

#### **Grounding of the passenger vessel DEUTSCHLAND on 15 January 2012 in Chile nearby the glacier Ventisquero Italia**

The passenger vessel DEUTSCHLAND was on a round trip through the southern islands of Chile and reached the glacier Ventisquero Italia in the northern arm of the Beagle Channel at about 2300 on Sunday 15 January 2012. The master, a watch officer, a helmsman and a pilot were on the bridge. A few minutes before reaching the glacier the vessels command asked the pilot whether it would be possible for the vessel to sail closer to the glacier than initially intended in order to offer the passengers the best possible impression of the area. The pilot thereupon decided to reduce the speed and manoeuvre significantly closer to the glacier.

Two cable lengths off the coast the DEUTSCHLAND turned towards the middle of the fjord again when she grounded with her starboard side. The engine was immediately stopped and the damages were assessed.

Shortly afterwards, it was managed to turn the vessel towards the middle of the fjord again by means of several engine- and rudder manoeuvres and resume the voyage to the next port of call.

No damage to the vessel and environmental pollution could be detected.

The investigation report on the one hand deals with the accuracy of Chilean charts in this area and on the other hand with the risks associated with deviations from a planned safe route. The responsibility of a master for his vessel and all persons on board is once more emphasized.

Volker Schellhammer  
Director