



# 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) 27 June 2014**

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 117/11 was published on 27 June 2014. The report deals with the collision between the OOCL FINLAND and MV TYUMEN-2 on 14 April 2011 on the Kiel Canal.

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:

### **Very serious marine casualty – Collision between the TYUMEN-2 and OOCL FINLAND on 14 April 2011 in the Kiel Canal**

On 14 April 2011 a collision between the MV OOCL FINLAND, flying the flag of the United Kingdom, and the MV TYUMEN-2, flying the Russian Flag, occurred on the Kiel Canal.

Due to the collision impact the wheelhouse of the TYUMEN-2 was torn off. Thereby the pilot and the canal helmsman died. Three crew members were injured, some seriously. The

TYUMEN-2 subsequently grounded on the embankment. The OOCL FINLAND only sustained minor damages and was able to continue her voyage. The accident gave rise to a large-scale operation involving a large number of fire fighters and rescue workers.

The Central Command for Maritime Emergency

assumed control of the operation. The investigation was jointly investigated by the Marine Accident Investigation Branch (MAIB), of the United Kingdom, and the BSU. The investigation report was published on 27 June 2014 by the BSU and is available on [www.bsu-bund.de](http://www.bsu-bund.de).

Long version:

### **Very serious marine casualty – collision between the OOCL FINLAND and TYUMEN-2 on the Kiel Canal**

On 14 April 2011 the OOCL FINLAND, flying the flag of the United Kingdom, and the MV TYUMEN-2, flying the Russian flag, collided on the Kiel Canal. At the time of the encounter the visibility was about 100 meter. Due to the bank effect the OOCL FINLAND pushed away shortly before the collision. The effect could not be contained by an increase in speed and a hard-over rudder. The OOCL FINLAND turned out of control towards the TYUMEN-2 and collided with her in the area of the superstructures. Thereby the wheelhouse of the TYUMEN-2 was torn off completely. It sank into the canal. The collision resulted in the death of the pilot and the canal helmsman. Three crew members were injured, some serious. The TYUMEN-2 subsequently grounded on the embankment.

The OOCL FINLAND survived the collision virtually undamaged. She continued her voyage and made fast later on in Rendsburg for first inquiries.

Due to the visibility, the remote scene of the accident and the poor communication conditions, the extent of the accident remained unknown for a long time. The unknown extent of the accident led to a larger-scale operation of the fire brigade and rescue forces. Moreover, action was taken to prevent oil pollution. The Central Command for Maritime Emergencies assumed control of the operation.

The accident was jointly investigated by the Marine Accident Investigation Branch (MAIB), the investigation authority of the United Kingdom, and the BSU. The Russian investigation authorities conducted their own investigation.

As a result of the investigation the BSU issues the following safety recommendations:

- The Federal Bureau of Maritime Casualty Investigation recommends that the Federal Ministry of Transport and Digital Infrastructure encourage the appropriate committees of the International Maritime Organisation (IMO) to define the performance standards for VDRs in greater detail in respect of data storage. The recording interval between each data block should be as small as possible so that the largest possible amount of data is available even if the recording is completely interrupted due to the destruction of the system.
- The Federal Bureau of Maritime Casualty Investigation recommends that the Federal Ministry of Transport and Digital Infrastructure as well as Directorate-General for Waterways and Shipping maintain the option of immediately tasking ferries on the NOK as a platform for fire and rescue operations.
- The Federal Bureau of Maritime Casualty Investigation recommends that the Directorate-General for Waterways and Shipping, with the participation of the representatives of the pilots and the canal helmsmen, carries out an examination of the consequences of a compulsory speed on the NOK.
- The Federal Bureau of Maritime Casualty Investigation recommends that the ship's command of the OOCL FINLAND and the operator of the vessel review the accident as part of their safety management. Here, the principles to be observed in keeping a navigational watch, conduct in restricted visibility and heavily used, narrow waters as well as navigating with pilot advice should be addressed, in particular.

Volker Schellhammer  
Director of the Federal Bureau