



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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Press Release

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No. 15/13 was published on 2 October 2014. The report deals with the collision involving the bulk carrier CORAL ACE with the container vessel LISA SCHULTE on the Neue Weser north anchorage on 31 January 2013. This report – as well as all previous reports – is available on the website <http://www.bsu-bund.de> and can be downloaded.

Short version:

Collision between the MV CORAL ACE and the MV LISA SCHULTE at the Neue Weser Nord-roadstead on 31 January 2013

In the early morning of 31 January 2013 a collision between two vessels laid up on anchor occurred at the Neue Weser Nord-roadstead.

The Panamanian flagged bulk carrier CORAL ACE had dropped anchor on the

roadstead on the previous day. The Cyprus flagged container vessel LISA SCHULTE had already anchored there in ballast for almost one week. The distance between the vessels was 7 cables.

A gale warning was issued for the German Bight. Wind forces of 9

to 10 Bft were registered during the night. Due to her anchor loosening from the ground the CORAL ACE started to drift towards the LISA SCHULTE after midnight. Ultimately the CORAL ACE drifted towards the bow of LISA SCHULTE. This led to a hole being torn

in the shell plating level with cargo hold 3. The collision did neither result in personal injuries nor in environmental pollution. Both vessels were able to shift to safe berths upstream the Jade by

their own steam. The Central Command for Maritime Emergencies had meanwhile assumed the overall control of the operation. The investigation report was published by the BSU on 2 October 2014

and is available on www.bsu-bund.de.

Long Version

Collision between the MV CORAL ACE and the MV LISA SCHULTE at the Neue Weser Nord-roadstead on 31 January 2013

Early in the morning of 31 January 2013 two vessels laid up on anchor collided in heavy weather. The Panama-flagged bulk carrier CORAL ACE was in ballast and dropped anchor on the previous day. The Cyprus-flagged container vessel LISA SCHULTE had already anchored in ballast for almost a week. The CORAL ACE anchored in a distance of about 7 cables west of LISA SCHULTE.

In the area of the German Bight the wind picked up from midday of 30 January 2013 and blew mostly strong to gale force from southwest. In the evening the gusts increased even more in westerly directions. The nautical warning notices contained a gale warning for the German Bight stating that a wind force of 8 to 9 Bft was forecast. Gusts of 9 to 10 Bft were measured in the area of the roadstead.

After midnight, the CORAL ACE started to drift towards the LISA SCHULTE. When the watch officer of the LISA SCHULTE noticed that the anchor of the vessel did not keep the vessel on her position anymore, he called their watch officer via VHF. The watch officer promised to let the engine start. However, there was not ample time to do so, since the CORAL ACE drifted rapidly. She thereby lay parallel to the sea and about 90° in the wind and rolled heavily. The collision occurred five minutes after LISA SCHULTE called CORAL ACE.

Nobody was injured. Both vessels sustained water ingress. However, the buoyancy was not permanently impaired. There was not environmental pollution. The water pollution control vessel MELLUM was ordered to proceed to the damaged vessel. Due to the quantity of water it was not possible to take measures at the scene. The Central Command of Maritime Emergencies assumed overall control of the operation in the course of events.

The CORAL ACE later on shifted to the Südwestkai (southwest pier) in Wilhelmshaven with the MELLUM accompanying her.

The investigation report deals with the selection of the anchor ground and the observance of the duty of care as regards the seamanship by the crew when anchoring in heavy weather. Besides that, the linguistically skills of the vessels command of the CORAL ACE are being considered.

The investigation report of the BSU, inter alia, comprises safety recommendations with respect to the following aspects:

- safe anchoring on open roadsteads and
- use of the working language English as well as the IMO standard expressions

Volker Schellhammer
Director of the BSU

Local
Wind Advisory, Red Flag Warning Issued As Gusts Increase