



Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

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

Federal Bureau of Maritime Casualty Investigation, P.O. Box 30 12 20 • 20305 Hamburg

Office building
Bernhard-Nocht-Str. 78
20359 Hamburg
Tel.: + 49 (0) 40 31 90 – 0
Fax: + 49 (0) 40 31 90 – 83 40
posteingang-bsu@bsh.de
www.bsu-bund.de

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(please state on reply)

+ 49 (0) 40 31 90 – 8311

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PRESS RELEASE 16/14

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 342/13 was published on 20 October 2014. The joint investigation carried out with the investigation authority of the Flag State Antigua & Barbuda deals with the capsizing of the cargo vessel ROSEBURG on 5 November 2013 in the Kieler Förde.

This report – as well as all previous reports – is available on the website <http://www.bsu-bund.de> and can be downloaded.

Short version:

Accident involving the stability of the MV ROSEBURG in the Kieler Förde on 5 November 2013

The Antigua & Barbuda flagged MV ROSEBURG reached the roadstead Kiel-Holtenau in the late afternoon of 5 November 2013. Small repairs should be carried out there prior to passing the Kiel Canal. While turning in the anchor position the ROSEBURG suddenly heeled to her

starboard side. This resulted in the cargo of wood sliding and largely falling into the water. The chief officer standing in the bridge wing lost his footing and also fell into the water.

The joint investigation report arrived at the conclusion

that the vessel was overloaded.

The investigation report was published by the BSU on 20 October 2014 and is available on www.bsu-bund.de.

Long Version:

Accident involving the stability of the MV ROSEBURG in the Kieler Förde on 5 November 2013

The Antigua & Barbuda flagged ship ROSEBURG arrived at the Kiel-Holtenau roadstead late afternoon on 5 November 2013. The ship left the port of Riga fully laden with timber three days earlier. The voyage passed without any incidents.

There were plans to anchor in the Kiel-Holtenau roadstead for an hour to carry out minor repairs in the engine room before starting the passage through Kiel Canal. While turning in the anchor position at 1653, the ROSEBURG suddenly listed to starboard. All the deck cargo started to slide, a reasonable number of lashing straps broke, and more than half the wood pallets fell overboard. This caused the ship to list briefly at up to 40°. Situated in the starboard wing, the chief mate was unable to keep his footing and also fell into the water. He held on to some floating timber until he was picked up by a pilot boat that had rushed to assist.

He was taken to hospital for observation but suffered no lasting injuries. The timber that fell overboard was recovered over the next few days but had to be declared cargo damage.

Since the ROSEBURG sailed under the flag of Antigua & Barbuda, a joint investigation was carried out with ADOMS IID . This concluded that a ship may not begin her voyage when she is overloaded and thus compromises the safety of her and her crew.

Volker Schellhammer
Director