



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 18/14

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No. 289/12 was published on 18 November 2014. The report deals with the grounding of the tanker KATJA on the Jade on 14 August 2012. The investigation report is, like all other investigation reports, available on <http://www.bsu-bund.de>.

Short version:

Grounding of the tanker KATJA on the Jade on 14 August 2012

In the early morning of 14 August 2012, the tanker KATJA touched the ground near the island of Minsener Oog and subsequently grounded. The BAHAMAS flagged KATJA was en route to Wilhelmshaven. The vessel took a pilot on board on the evening before on the deep water roadstead in the German Bight.

The pilot on board was supported by a radar pilot on shore. The KATJA carried a cargo of 87.230 tons crude oil. During the passage of the Oldoogrinne east of the island of Minsener Oog the

vessel was shifted so far to the west that she ran aground outside the deepened route, but still inside the fairway, at about 0045. The crew did not succeed in freeing the vessel under her own power.

The Central Command for Maritime Emergencies assumed overall control of the operations in the further course of events. The KATJA came free with the next high tide and the assistance of several tugs at 0618. She was able to resume her voyage to

Wilhelmshaven under her own steam. No persons were injured and no environmental pollution occurred.

The investigation report was published by the Federal Bureau of Maritime Casualty Investigation on 18 November 2014 and is available on www.bsu-bund.de.

Long version:

Grounding of the tanker KATJA on the Jade on 14 August 2014

In the early morning of 14 August 2012, the tanker KATJA touched the ground near by the island of Minsener Oog and subsequently grounded. At this time the KATJA carried a cargo of 87.230 t crude oil.

The Bahamas flagged KATJA was en route to Wilhelmshaven. The vessel took a pilot on board on the evening before on the deep water roadstead in the German Bight. The pilot on board was supported by a shore based radar pilot. During the passage of the Oldoogrinne east of the island of Minsener Oog the vessel was shifted to the west so far that she ran aground outside the deepened route, but still inside the fairway, at about 0045. Since sand is regularly washed in in the area east of the island of Minsener Oog, the water depth outside the route was not sufficient for the KATJA with her draught of 13,45. The crew did not succeed in freeing the vessel under her own power.

The Central Command for Maritime Emergencies assumed overall control of the operation in the further course of events. The KATJA came free with the next high tide and the assistance of several tugs at 0618. She was able to continue her voyage to Wilhelmshaven under her own steam. No persons were harmed and no environmental pollution occurred.

The investigation report deals with the control of the course of the voyage by the vessels command and pilots and the pilots advice given to the vessels command. Further topics addressed are the course of the fairway and the maintenance thereof as well as the action taken to salvage the vessel after the accident.

The investigation report includes safety recommendations with respect to the following areas:

- transmission of information and
- communication between the vessel's command and the pilot

Volker Schellhammer
Director of the Federal Bureau of Maritime Casualty Investigation