



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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+ 49 (0) 40 31 90 – 8321

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The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No. 43/13 was published on 19 January 2015. The report deals with the collision involving MV BIML and suction dredger BARENT ZAHNEN in the Medem roadstead on 1 March 2014.

The report can, like all other reports, be downloaded from the website <http://www.bsu-bund.de>.

Short version:

Marine casualty – collision BIML – BARENT ZAHNEN

At 0636 on 1 March 2014 the Bahamas flagged general cargo vessel BIML collided with the anchored Cypriot suction dredger BARENT ZAHNEN in the Medem roadstead north-east of Cuxhaven, after the anchor lost its grip and she drifted with the ebb current. According to

the radar recordings the drift speed was 3,8 kn.

Fog prevailed, visibility was less than 200 m and there were easterly winds with Bft 3. As a consequence of the collision BIML sustained damages to her superstructure, deck and propeller and the BARENT ZAHNEN

suffered damages to her shell plating and a drain pipe. No harmful substances spilled.

The BSU published the investigation report on 19 January 2015. The report is available on www.bsu-bund.de.

Long version:

Marine Casualty – Collision involving the BIMI and the anchored suction dredger BARENT ZAHNEN in the Medem roadstead/Cuxhaven at 0636 on 1 March 2014

At 0240 on 1 March 2014 the BIMI left the alte Nordschleuse (old northern lock) in Brunsbüttel under pilotage and headed to the Medem roadstead off Cuxhaven to bunker. 30 minutes before reaching the Medem roadstead the master was woken und ordered to come to the bridge. At about 0405 the BIMI turned out of the fairway in the anchorage area. She was moved against the ebb stream and anchored south of the buoy Medem roadstead 5. The water depth under her keel was 6.1 m.

After having dropped the anchor the BIMI immediately came to a standstill. The distance to the suction dredger BARENT ZAHNEN was said to have been 0.25 m.

The engine had a standby time of 10 minutes. At 0600 it was observed from the bridge that BIMI started to swing. The deviation to the original anchor position was about 100 m. This was, given the calm weather, uncommon. The pilot requested that the main engine be immediately started and did not want to deploy more chain length in response to the masters suggestion. The BIMI started to drift, first with 0,5 kts, then increasing on 3-4 kts. Rudder and engine were not ready at this point. It was only possible to start the engine at 0634. During this time the BIMI drifted further to the west and the pilot informed the radar guidance and the BARENT ZAHNEN about the situation on the BIMI. The control lever was reportedly set to full ahead and the helm amidships. The master reduced the rate of speed again to prevent the engine from overloading. With reduced rate of speed the BIMI was stopped just in front of the stem of BARENT ZANEN. At 0635 the BIMIs starboard side amidships collided with the port side of the BARENT ZANENS forecastle. Afterwards the BIMI stopped crossways of the BARENT ZANENS bow. Tug assistance was requested and the anchor was reportedly hoisted in with dead slow ahead. At 0642 the anchor was hoisted. The bowthruster proved too weak to turn the vessel to port against the current. Due to this both vessels drifted. The VTS warned against grounding. Thereupon the engine was reportedly ordered to full ahead and it was counteracted with a hard to port rudder. The BIMI moved slowly ahead and almost parallel to the BARENT ZANEN. Subsequently, at 0645 the engine failed and the BIMI had to anchor once more. At 0745 the anchor was hoisted again. Afterwards the BIMI was taken to the Seebäderbrücke in Cuxhaven with the assistance of two tugs, where she arrived at 0840 and moored. During a survey to assess the damages it was determined that the starboard railing on board the BIMI was indented on a length of 15 m, ballast water tanks with ventilation dampers were indented and all propeller blades were torn and the BARENT ZANEN sustained damages to her shell plating and a drain pipe. No harmful substances escaped.

The BIMI collided with the suction dredger BARENT ZANEN in the Medem roadstead since her anchor lost its grip, the main engine was not operable in time and failed later on and due to the maximum drift of 3,8 kn. No attempt was made to stop the drift by dropping the second anchor or by deploying more chain length. It was instead tried to start the engine within a short period of time and to get clear from the

BARENT ZANEN. This did not succeed. The pilots are aware of the fact that Medem roadstead is an unsafe anchorage area. The anchor area consists of compressed sand close to the fairway and further inside fine of sand and ultimately slick. The bottom is, as evident from the sounding plan, uneven and the current can set to 5 kts.

Volker Schellhammer
Director of the Federal Bureau