



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 1/15

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No. 06/14 was published on 19 January 2015. The report deals with the grounding of the MV MERITA in the port of Rostock on 9 January 2015.

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

Short version:

Grounding of the MV MERITA in the port of Rostock on 9 January 2014

At 21:24 on 9 January 2014 the MV MERITA grounded with her stern on the eastern bank of the sea canal as she proceeded into the entrance of the port of Rostock. All of a sudden, the main engine did not react to the steering anymore. Even an emergency anchoring manoeuvre did not have any effect.

Long version:

Two tugs were needed to tow the ship free and take it to a berth. The ship sustained considerable material damage. No persons were harmed and no environmental pollution occurred.

The BSU investigation focused on the failure of the controllable pitch propeller system.

The summary investigation report was published on 9 January 2015 and can be downloaded from the website www.bsu-bund.de

Grounding of the MV MERITA in the port of Rostock on 9 January 2014

The Cypriot flagged MV MERITA, sailing from Skulte in Latvia to Rostock, was laden with wood. At 2050 on 9 January 2014 the pilot embarked the ship to advise the ship's command during the passage through the sea canal to the berth in the port of Rostock.

When the MERITA was passing the passenger pier at about 2120, the ship's command lost control over the controllable pitch propeller system. The ship started to turn to starboard and could not be stopped any more. The starboard anchor which had been dropped meanwhile did not have a considerable effect. At 2124 the MV MERITA grounded with her stern on the eastern bank of the sea canal. Two tugs were needed to tow the ship free and to the next berth. MV MERITA sustained considerable material damage to her propeller and rudder. No persons were harmed and not environmental pollution occurred.

The cause could be determined clearly. The coupling of a hydraulic pump was worn out, thereby interrupting the flow of force from the main engine to the rotor of the pumps. This resulted in the failure of the controllable pitch propeller system. All of a sudden, the ship's command had no influence on the ship's speed anymore.

Volker Schellhammer
Director