



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 10/15

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 7/14 was published on 22 July 2015. The report deals with the collision between the installation vessel PACIFIC ORCA and the fishing vessel JURIE VAN DEN BERG north of TSS Terschelling-German Bight on 17 January 2014. Upon request the report will be forwarded. Alternatively 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 installation vessel PACIFIC ORCA and the fishing vessel JURIE VAN DEN BERG north of TSS Terschelling-German Bight on 17 January 2014

At about 0224 on 17 January 2014, the Cyprus-flagged installation vessel PACIFIC ORCA collided with the German-flagged fishing vessel JURIE VAN DEN BERG north of the Terschelling - German Bight traffic separation

scheme. Both vessels sustained material damage. There were neither personal injuries nor environmental pollution. After the collision, both vessels could return to Eemshaven unassisted.

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:

Collision between the installation vessel PACIFIC ORCA and the fishing vessel JURIE VAN DEN BERG north of TSS Terschelling-German Bight on 17 January 2014

At about 0224 on 17 January 2014, the Cyprus-flagged wind farm installation vessel PACIFIC ORCA collided with the German-flagged fishing vessel JURIE VAN DEN BERG north of the Terschelling - German Bight traffic separation scheme. The fishing vessel was sailing back to Eemshaven after a six-day fishing voyage in the North Sea. The PACIFIC ORCA was sailing from Eemshaven to the wind farm Borkum Riffgrund 1. After having crossed the Traffic Separation Scheme she altered her course to starboard towards the wind farm. About eight and a half minutes after she initiated the course alteration the collision occurred.

The JURIE VAN DEN BERG struck PACIFIC ORCA's forecastle and then bounced alongside the entire port side. Thereby the fishing vessel sustained considerable damage to her starboard side, the fishing gear and the masts. Besides the shell plating being pierced the PACIFIC ORCA only sustained minor damages. Both vessels were able to return to their port of departure Eemshaven without assistance.

The risk of collision was identified very late on both vessels. Nevertheless, the collision could have been prevented. However, the evasion manoeuvres were not executed with rigor and resolve.

Once more, the accident makes clear the outstanding importance of an effective lookout and a careful observance of the radar in order to prevent a collision. The accident occurred very early in the morning, when the performance of a person reaches its absolute low. The performance was possibly further impaired since the rest periods on board the fishing vessel fell short of the minimum rest periods and because of the 12-hour shifts on the installation vessel.

Volker Schellhammer
Director

