



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 12/15

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 266/14 was published on 12 August 2015. The report deals with the foundering of the PONTON 1 on 13 August 2014 and its salvage north of Darßer Ort. 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

Foundering of the PONTON 1 on 13 August 2014 and its salvage north of Darßer Ort

At about 0432 on 13 August 2014 the tug BÖSCH, flying the German flag, was sailing with her tow PONTON 1 from Stralsund to Rostock, when the PONTON 1, which was being pushed, gained an increasing list to port.

Despite all action taken the PONTON 1 foundered at 0710. No harm was caused to persons and the environment. After the salvage the cargo could be used further and the PONTON 1 was brought into service again after having been repaired.

The investigation report was published by the Federal Bureau of Maritime Casualty Investigation on 12 August 2015 and is available on www.bsu-bund.de.

Long version:

Foundering of the PONTON 1 on 13 August 2014 and its salvage north of Darßer Ort

At about 0432 on 13 August 2014, the German-flagged tug BÖSCH and the PONTON 1 were proceeding from the Volkswerft shipyard in Stralsund to Rostock when the officer on watch noticed that the pushed PONTON 1 was developing a list to port.

He woke all of the other three crew members and the master reportedly sent the nautical officer and the seamen onto PONTON 1 to identify the cause of the list. No water ingress could be found, however.

The increasing list caused the mooring lines between the BÖSCH and the PONTON 1 to part shortly after.

Assistance was requested on VHF at 0455. The multipurpose ship ARKONA and rescue cruiser THEO FISCHER reached the pushed convoy about half an hour later. A joint attempt was made to tow the PONTON 1 into shallow water. It was no longer possible to put the plan to use bilge pumps into effect, as the PONTON 1 capsized at 0650 and then foundered at 0710.

The cargo was so well secured that it stayed in its position until the subsequent salvage of the PONTON 1 on 26 August 2014.

There were neither injuries nor environmental pollution. It was still possible to use the cargo and the PONTON 1 was returned to service after she was repaired.

The investigation report calls on all ship's commands to ensure that the watertight integrity of their ships is always established.

Volker Schellhammer
Director