



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 1/16

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 16/15 was published on 15 January 2016. The report deals with the collision of MV RED7 ALLIANCE with a lock gate in Brunsbüttel on 17 January 2015. 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 of MV RED7 ALLIANCE with a lock gate in Brunsbüttel on 17 January 2015

On the morning of 17 January 2015, the special purpose ship RED7 ALLIANCE, sailing under the flag of the Bahamas, arrived at the locks in Brunsbüttel to transit the Kiel Canal during her voyage from Great Yarmouth (GB) to Mukran (D). At 0942

the RED7 ALLIANCE collided with the closed lock gate with such a high speed that she became wedged together with it and was unable to get clear from the lock under her own steam.

There was extensive damage to the vessel

and the lock gate. However, nobody was injured and no environmental pollution occurred.

The final investigation report was published by the BSU on 15 January 2016 and is available on www.bsu-bund.de.

Long Version:

Collision of MS rED7 ALLIANCE with a lock gate in Brunsbüttel on 17 January 2015

On the morning of 17 January 2015, the special purpose ship RED7 ALLIANCE, sailing under the flag of the Bahamas, arrived at the locks in Brunsbüttel to transit the Kiel Canal during her voyage from Great Yarmouth (GB) to Mukran (D). Apart from the pilot, the master and the second officer were on the bridge for the approach manoeuvre when Neue Südschleuse (new south lock) became available at shortly after 0900. Just after the fore spring and stern line had been placed over the quayside bollards, it was a case of finally bringing the RED7 ALLIANCE to a halt. Instead, she continuously accelerated and despite all measures to prevent a collision, rammed the closed lock gate with such speed at 0942 and became wedged together with it that exiting again under her own steam was impossible.

Assisted by the tug BUGSIER 21, she was finally hauled out of the lock sternwards and, supported by a second tug, the WAL, towed through Neue Nordschleuse (new north lock) into the inland waterway port at Brunsbüttel.

There was extensive damage to both her bow and the lock gate. Nevertheless, there was no environmental pollution and nobody came to physical harm.

Volker Schellhammer
Director