



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

Your reference
Your message from

My reference
(please state on reply)
94/15

+ 49 (0) 40 31 90 – 8321

Date

E-Mail: posteingang-bsu@bsh.de 21 March 2016

Press Release 7/16

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 94/15 was published on 21 March 2016. The report deals with the allision of the SAINT GEORGE with the lock gate in Brunsbüttel on 20 March 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:

Allision of the SAINT GEORGE with a lock gate in Brunsbüttel on 20 March 2015

On 20 March 2015 the Cyprus-flagged general cargo ship SAINT GEORGE, en route from Amsterdam to Lübeck, reached the Brunsbüttel locks at about midday, to pass the Kiel Canal. The ship sailed with the engine stopped in the Neue Nordschleuse lock.

When the SAINT GEORGE was supposed to be stopped in the lock chamber, she accelerated unexpectedly and ultimately collided with the lock gate at 1226. The ship and the lock gate sustained considerable damages.

Fortunately there were neither injuries nor environmental pollution. The final investigation report was published by the BSU on 21 March 2016 and is available on www.bsu-bund.de

Long version:

Allision of the SAINT GEORGE with a lock gate in Brunsbüttel on 20 March 2015

The Cyprus-flagged general cargo ship SAINT GEORGE was en route from Amsterdam to Lübeck via the Kiel Canal when she reached Brunsbüttel at about midday on 20 March 2015. Apart from the master and pilot, the bridge was manned by the third officer and a helmsman for the entry into the Neue Nordschleuse lock. The ship sailed into the lock chamber at low speed with engine stopped. When the SAINT GEORGE was supposed to be brought to a halt in the lock, she accelerated unexpectedly. Even though both anchors were dropped, a collision with the lock gate was unavoidable and she collided with the lock gate at 1226 with a speed of about 5 kts.

As a result of the impact, the lock gate was almost torn in two parts. It could not be moved and repaired at the scene. As a consequence, there was a major obstruction of traffic in the Kiel Canal. The SAINT GEORGE sustained considerable damage as well. She sustained water ingress in the bulbous bow. Fortunately there were neither injuries nor environmental pollution.

After the accident, the SAINT GEORGE was surveyed by an expert for ship operation engineering. The expert could not detect any evidence for a technical failure of the engine and its control.

The investigation report includes safety recommendation addressed to the ships command and the ship management of the SAINT GEORGE. They are related to the use of the controls, the presentation of the engine indicators and the range of VDR recordings.

Volker Schellhammer
Director