



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 10/16

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the investigation report No 36/14 was published on 26 May 2015. The report deals with the collision between the WES JANINE and STENBERG on the Nordwest-Reede anchorage off Brunsbüttel on 16 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 WES JANINE and STENBERG on the Nordwest-Reede anchorage off Brunsbüttel on 16 January 2014

On 16 January 2014 the WES JANINE, anchoring in the Nordwest-Reede anchorage off Brunsbüttel, started to drift. Thereby she moved towards the STENBERG, also anchoring there. The watch officers on both ships noticed the approach to late. The measures initiated could not prevent the

collision. Moreover, STENBERG's anchor cable was caught by WES JANINE's screw to such an extent that both ships could even not be separated with tug assistance. Therefore STENBERG slipped her ground tackle and was then able to continue her voyage. WES JANINE needed to proceed to a

shipyard for repair work.

The investigation report was published by the BSU on 26 May 2016 and is available on www.bsu-bund.de

Long version:

Serious marine casualty - collision between the WES JANINE and STENBERG on the Northwest-Reede anchorage off Brunsbüttel on 16 January 2014

On 16 January 2014 the WES JANINE was en route from Bremerhaven to St. Petersburg. The ship arrived in Brunsbüttel under pilotage in the early morning. The ship had to lie in an anchorage for a longer period.

The ship's command and pilot opted for a position in the Northwest-Reede anchorage, where the WES JANINE anchored between the STENBERG and RIJNBORG at 0200. At about 0450 the WES JANINE started to drift at anchor and thereby moved towards the STENBERG. The officer on watch did not notice this initially. The ships command on the STENBERG did also not notice the approach for a longer period. In order to prevent the collision, the main engine was started on WES JANINE. At this time, the ships were in a close distance to each other. This led to STENBERG's anchor chain being caught by WES JANINE's screw. Thus the screw blocked. The WEST JANINE then drifted further towards the STENBERG and both ships collided. As a consequence, the STENBERG sustained minor damage to her bow. Three containers and the ships hull were indented on WEST JANINE. At first it was attempted to separate both ships with the assistance of a tug. However, this was unsuccessful. Thereupon the STENBERG slipped her ground tackle and was then able to continue her voyage. WES JANINE was towed to a shipyard for repair work later on.

The BSU issues the following safety recommendations in order to henceforth prevent similar accidents:

- The BSU recommends that the ships command of the WES JANINE reviews the accident. In particular, the bridge teams duties during while laid up on an anchorage and the appropriate use of the navigational aids should be revisited. With regard to the cooperation with the pilots the BSU furthermore recommends that the ships command revises the requirements and practices in the sense of bridge team management.
- The BSU recommends that the shipping company of the WES JANINE reviews the accident within the company with respect to the navigator's duties in an anchorage and the use of navigational aids. The principles of co-operating with pilots should also be intensified further within the bridge team management.
- The BSU recommends that the Elbe Pilot's Association reviews the accident within the scope of advanced training within the Association. In particular, communication within the bridge team should be addressed.

Volker Schellhammer
Director