



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 6/17

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the Investigation Report 189/14 was published on 24 February 2017. The report deals with the collision involving the sailing vessel NOBILE and the work site vessel WERKER on 30 May 2014 on the Flensburger Förde. 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>.

Short version:

Serious marine casualty – collision involving NOBILE and WERKER

At 1425 on 30 May 2014 the German traditional sailing vessel NOBILE collided with the German work site vessel WERKER on the Flensburger Förde in Danish territorial waters. Both vessels were heading into the Flensburger Förde. After the NOBILE had tacked north of the peninsula of Holnis, she approached the WERKER on northerly

courses. The WERKER followed the course of the fairway on westerly courses. Sufficient measures were not taken on both vessels to avert the imminent risk of collision. During the collision at first NOBILEs bowsprit struck a dredger standing on the deck of the WERKER and broke. Due to a second impact striking more abaft on portside, the ship's hull of

the WERKER was damaged below the waterline leading to water ingress. No people were harmed during the collision.

The BSU published the investigation report on 24 February 2017. The report is available on www.bsu-bund.de.

Long version:

Serious marine casualty – collision involving NOBILE and WERKER

At 1425 on 30 May 2014 the German traditional sailing vessel NOBILE collided with the German work site vessel WERKER on the Flensburger Förde east of buoy 9 in Danish territorial waters. Both vessels were heading into the Flensburger Förde. Due to the prevailing westerly wind, the NOBILE sailed against the wind with courses close to the wind. After the NOBILE had tacked north of the peninsula of Holnis, she approached WERKER on northerly courses. The WERKER followed the course of the fairway on westerly courses. Both vessels did not take sufficient measures to avert the imminent risk of collision.

During the collision at first NOBILE's bowsprit struck a dredger standing on the deck of the WERKER and broke. Due to a second impact striking more abaft on portside, the ship's hull of the WERKER was damaged below the waterline leading to water ingress. Therefore the crew of the WERKER later on grounded her vessel in the proximity of the scene of the accident. After the accident NOBILE anchored in the vicinity of the scene of the accident.

No people were harmed during the collision, so that the boat deployed by the German Maritime Rescue Association did not have to take action.

The NOBILE was later on able to continue her voyage to Flensburg. The WERKER returned to the port of Gelting.

In order to henceforth prevent similar accidents, the BSU published the safety recommendations stated below:

- The Federal Bureau of Maritime Casualty Investigation recommends that the ships command of the NOBILE carries out their voyages with closer attention and consideration and satisfies the requirements of the International Regulations for Preventing Collisions at Sea to the fullest extent.
- The Federal Bureau of Maritime Casualty Investigation recommends that the operator of the NOBILE exactly specifies the facts of the case to be entered into the log book.
- The Federal Bureau of Maritime Casualty Investigation recommends that the ships command of the WERKER carries out their voyages with closer attention and consideration and satisfies the requirements of the International Regulations for Preventing Collisions at Sea to the fullest extent.
- The Federal Bureau of Maritime Casualty Investigation recommends that the operator of the WERKER keeps a log book. Properly kept, it serves the documentation of the course of the voyage.
- The Federal Bureau of Maritime Casualty Investigation recommends that the ships command and the operator of the WERKER comply with the restriction of the range of trade arising from the certificate of competency of the ships command and the ships approval.

Volker Schellhammer
Director