



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 10/17

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby gives notice that the Investigation Report 262/14 was published on 12 April 2017. The report deals with the foundering of the fishing vessel ANDREA and the death of a crewmember in the Baltic Sea on 16 August 2014. Upon request from BSU the report will be forwarded. Alternatively this report– as well as all previous reports – is available on the website <http://www.bsu-bund.de>.

Foundering of the fishing vessel ANDREA and death of a crewmember

On 16 August 2014, the fishing vessel ANDREA with a length of 6.4 m foundered while approaching the port of Lippe/Baltic Sea. The fishing vessel was on her return voyage from the fishing grounds, when she capsized in crossing seas and quickly foundered. The shifting of both unsecured net barrels in which the nets and the fish was stowed, was at least a contributing

factor for the capsizing. Only one of the two crewmembers was rescued by chance. Both crewmembers were not wearing a life jacket at the time of the foundering. A wind force of 4 – 5 Bft and a significant wave height of up to 1 m prevailed at this time.

The safety recommendations published by the BSU refer to the technical

equipment on fishing vessels for automatically alerting rescue forces.

The Federal Bureau of Maritime Casualty Investigation published the investigation report on 12 April 2017. The report is available on www.bsu-bund.de.

Long version:

Very serious marine casualty – foundering of the fishing vessel ANDREA and death of a crewmember

On 16 August 2014, the fishing vessel ANDREA with a length of 6.4 m foundered while approaching the port of Lippe/Baltic Sea. The fishing vessel was on her return voyage from the fishing grounds, when she capsized in crossing seas and quickly foundered. The shifting of both net barrels, in which the nets and the fish was stowed, was at least a contributing factor for the capsizing. Only one of the two crewmembers was rescued by another fishing vessel. Both crewmembers were not wearing a life jacket at the time of the accident. A wind force of 4 – 5 Bft and a significant wave height of up to 1 m prevailed this morning.

The skipper of the fishing vessel was rescued by chance, since there were no technical aids on board the ANDREA, which could have automatically alerted the rescue forces. Therefore the foundering remained unnoticed. Due to the distance to the shore and given the sea state it would have been very difficult to reach the shore by swimming.

The investigation of the accident included an analysis of the BSU-database. The analysis of accidents involving fishing vessels and leisure fishing boats with respect to foundering/capsizing and person-over-board-incidents reveals that there is no particular accumulation of accidents occurring in this field. However, it is to be noted, that sudden capsizes normally lead to casualties – injured and dead persons – and that persons going overboard in the commercial fishing can mostly only be recovered dead. This is due to the failure to wear life jackets. This in turn is presumably due to a careless attitude in fishing.

In order to increase the chances of survival of fishers at foundering/capsizing, the BSU issued the following safety recommendations:

- The Federal Bureau of Maritime Casualty Investigation recommends that the Federal Ministry of Transport and Digital Infrastructure introduce an obligation to equip with Cospas-Sarsat EPIRB or Cospas-Sarsat PLB devices, for small fishing vessels operated by one or two person(s), in particular, so as to significantly improve the options for alerting in an emergency.
- The Federal Bureau of Maritime Casualty Investigation recommends that the Prevention Division of BG Verkehr include a recommendation in the Maritime Manual for small fishing vessels operated by one or two person(s) to equip with Cospas-Sarsat EPIRB or Cospas-Sarsat PLB devices, so as to raise awareness of the issue among their operators further.

Volker Schellhammer
Director of the BSU