



# Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

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## PRESS RELEASE 5/18

The Federal Bureau of Maritime Casualty Investigation (BSU) published the investigation report No. 423/16 on 30 July 2018. The report deals with collision of MV MERIDIAN with MV NEWYORKER and MSC DIANA at the pier in Bremerhaven on 20 November 2016. This report is available on <http://www.bsu-bund.de>.

Short version:

### **Collision of MV MERIDIAN with MV NEWYORKER and MSC DIANA at the pier in Bremerhaven on 20 November 2016**

At 0153 on 20 November 2016, the coastal motor ship MERIDIAN collided with the container pier in Bremerhaven due to a rudder failure. Prior to this, she had already moved alongside the NEWYORKER already moored at the pier.

After the collision, the flood tide stream pushed the MERIDIAN against MSC DIANA's bulbous bow. The pier and MV MERIDIAN sustained heavy damage. It was determined that a defective change-over switch was the cause. The switch was replaced.

The BSU recommends the crew to practice emergency scenarios for such failures.

The investigation report can be downloaded on the website [www.bsu-bund.de](http://www.bsu-bund.de).

## Summary

### **Collision of MV MERIDIAN with MV NEWYORKER and MSC DIANA at the pier in Bremerhaven on 20 November 2016**

At 01:53 on 20 November 2016, the large container vessels NEWYORKER and MSC DIANA were moored one after the other at the container terminal in Bremerhaven, when the coastal motor ship MERIDIAN, without discernible course or speed alteration at first sailed against NEWYORKER's port side, moved alongside her toward the stern and in the gap between both container ships and rammed the pier with her bow. In this situation, the flood tide stream was in all likelihood a contributing factor in pushing the MERIDIAN with her starboard side against MSC DIANA's bulbous bow. Shortly afterwards, the MERIDIAN was able to get clear by means of an astern manoeuvre.

This contact with the bulbous bow did not cause visible damage to the MSC DIANA. However, the contact led to an indentation with cracking at the starboard side of the MERIDIAN. The ensuing minor water ingress could be stopped by the crew of the MERIDIAN. NEWYORKERS shell plating was indented several times, but no cracking was caused.

The contact with the pier caused heavy damage to MERIDIAN's fore section. The pier construction sustained such heavy damages that the operation of the gantry cranes operating there had to be temporarily suspended.

There were no neither injuries nor environmental pollution.

The investigation revealed that the contacts of one steering gear change-over switch were loose and corroded. That is why the primary control system and the redundant control system failed, that is the mandatory and basically existing second control system.

The BSU arrives at the conclusion, that it could be useful to consider emergency scenarios for such failures, to document adequate actions in writing and make them visible for the officer on watch.

The investigation report can be downloaded on the website [www.bsu-bund.de](http://www.bsu-bund.de) .

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