



Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

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PRESS RELEASE 08/18

The Federal Bureau of Maritime Casualty Investigation (BSU) published the investigation report 160/17 on 25 October 2018. The report deals with the line accident with minor physical injury on board the traditional ship WISSEMARA at 1400 on 24 May 2017 in the port of Wismar. This report is available on

<https://www.bsu-bund.de/EN/News>

for download.

Short version:

Line accident with minor physical injury on board the traditional ship WISSEMARA at 1400 on 24 May 2017 in the port of Wismar

On 24 May 2018, when a common day trip of the traditional ship WISSEMARA ended at about 1400 with berthing at the pier in the port of Wismar, a wooden cleat holding the stern line broke. Despite repeated requests by the crew to leave the berthing

side of the ship, a passenger still sat in the danger area and was therefore struck by flying wooden splinters and sustained minor injuries to her forehead.

The investigations conducted by the BSU leads to the recommendation addressed to

the operating association to replace the wooden cleats by metal cleats.

All investigation reports, safety recommendations and other information published by the BSU are available on <https://www.bsu-bund.de/EN/Publications>.

Long version:

Line accident with minor physical injury on board the traditional ship WISSEMARA at 1400 on 24 May 2017 in the port of Wismar

The traditional ship WISSEMARA is a replica of a 14th century cog. She was built and is operated by the association Förderverein Poeler Kogge e.V. in Wismar. Day trips are carried out on a regular basis for interested visitors from all over the world.

On 24 May 2014, one of these day trips ended at about 1400 with the experienced berthing manoeuvre in the port of Wismar. Therefore, the ship was turned on the turning basin to move astern to the pier. The stern line was first passed ashore and made fast. While steaming in this line, an unexpected gust of wind occurred and – despite the bow thruster - moved the ship away from the pier so far that an excessive force was exerted on the line. However, not the line broke but instead the wooden cleat holding the line on board.

Despite repeated requests by the crew, one passenger failed to follow the instruction to move out of the danger area on the berthing side and still sat so close to the cleat, that she was struck by flying wooden splinters and sustained minor injuries.

As a precaution, she was taken to a hospital after berthing. However, the injuries were only minor and she could be discharged after out-patient treatment.

A crewmember was also struck by flying splinters on the leg. These injuries were also minor and did not require any complex medical treatment either.

The investigation conducted by the BSU leads – inter alia - to the safety recommendation addressed to the operation association to replace the wooden cleats by metal cleats.

Ulf Kaspera
Director