



# Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of Transport,  
Building and Digital Infrastructure

Federal Bureau of Maritime Casualty Investigation, P.O. Box 30 12 20 • 20305 Hamburg

#### Office building

Bernhard-Nocht-Str. 78  
20359 Hamburg  
Tel.: + 49 (0) 40 31 90 – 83 11  
Fax: + 49 (0) 40 31 90 – 83 40  
[posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de)  
[www.bsu-bund.de](http://www.bsu-bund.de)

**Your reference**  
Your message from

**My reference**  
(please state on reply)  
52/18

**+ 49 (0) 40 31 90 – 8321**  
email: [posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de)

**Date**  
18 February 2019

## Press Release 02/19

On 18 February 2019, the Federal Bureau of Maritime Casualty Investigation (BSU) published the Interim Investigation Report pertaining to the allision of the container ship AKACIA with a lock gate in the Kiel Canal in Holtenau resulting in the heavy damage of the lock gate on 19 February 2018. The Interim Investigation Report provides information on the subject and the current state of the investigation. The Interim Investigation Report is available on

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

### **Serious marine casualty – allision of the container ship AKACIA with a lock gate of the Kiel Canal in Holtenau**

At about 2345 on 19 February 2019, the Portugal flagged AKACIA intended to enter the Neue Südschleuse lock in Kiel-Holtenau. The ship sailed under pilotage and was steered by a canal helmsman. While entering the lock chamber, the ship all of a sudden increased her speed inadvertently and without any influence of the bridge crew. This increase in speed could not be stopped by the crew. But even dropping both anchors could not prevent the ship's allision with the seaward lock gate. The allision's impact led to the heavy damage of the lock gate. The ship sustained water ingress. Nobody was injured.

The further course of the investigation was and is dependent on the evaluation of the ascertainment of the technical conditions. This has not yet been concluded. The public is informed about the state of the investigation by issuing this Interim Investigation Report.

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

Ulf Kaspera  
Director