



# Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to the Ministry of  
Transport 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)  
<http://www.bsu-bund.de>

**Your reference**  
Your message from

**My reference**  
(please state on reply)  
408/17

**+ 49 40 31 90 – 83 21**

**email: [posteingang-bsu@bsh.de](mailto:posteingang-bsu@bsh.de)**

**Date**

**06.03.2019**

## PRESS RELEASE 03/19

The Federal Bureau of Maritime Casualty Investigation (BSU) published the investigation report No. 408/17 on 6 March 2019. The report deals with the grounding of the bulk carrier GLORY AMSTERDAM. Upon request the report will be forwarded. Alternatively, this report is available on

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

for download.

### **Grounding of the bulk carrier GLORY AMSTERDAM north of the island of Langeoog**

At about 1800 CET on 29 October 2017, the Panama-registered bulk carrier GLORY AMSTERDAM ran aground about 1.6 nm north of the German North Sea island of Langeoog. Since the early morning on the day of the accident, the ship had drifted from her anchor position, which was 18.5 nm from the subsequent scene of the accident, in a southerly direction in hurricane winds and wave heights of up to 8 m. On 2 November 2017, the ship could be towed free. The ship's hull was not damaged by the grounding, nobody was injured and there was no environmental pollution. The BSU investigations focused on the question, why the grounding could not be prevented despite the various activities of the Central Command for Maritime Emergencies (Cuxhaven) coordinating the crisis management and particularly the deployment of the emergency tug NORDIC. Moreover, it was investigated why the ship was unable to overcome this dangerous situation with her own power despite a main engine that was operable the whole time and a steering gear that worked properly at least until the afternoon.

The investigation report was concluded with several precise safety recommendations. They all are aimed at optimizing the safety conception “German coast” and the emergency towing conception included therein. Furthermore, safety recommendations were addressed to GLORY AMSTERDAM’s ship’s owner.

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