



Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation

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Transport and Digital Infrastructure

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The Federal Bureau of Maritime Casualty Investigation (BSU) published the investigation report No. 241/18 on 23 January 2020. The report deals with the grounding of the tank motorship PAZIFIK off Indonesia on 9 July 2018. This report is available on

https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte_node.html

Serious marine casualty

Grounding of the tank motor vessel PAZIFIK off Indonesia on 9 July 2018

At around 1110 local time on 9 July 2018, the German tank motor vessel PAZIFIK grounded on a shallow between the islands of Komodo and Banda on φ 08°29,21'S und λ 119°20,31'E.

The ship carried a cargo of 18,000 t ammonia. No cargo escaped since only the fore peak and ballast water tanks were damaged. At about 0850 local time on 11 July 2018, the PAZIFIK could be refloated by exchanging cargo and ballast water. She headed to a shipyard in Singapore under her own power and accompanied by a tug which had arrived in the meantime.

Approximately 50 m of the double bottom were replaced during the repair and the rudder, which was damaged in a minor collision with the tug when the ship floated from the rock, was repaired.

The ship and the equipment were in a good and seaworthy condition. No technical deficiencies were detected in the scope of the investigation.

The tank motorship PAZIFIK was sufficiently manned with a qualified crew. Work hours and rest periods were adhered to. Human error or erroneous behavior was not detected.

This accident, which ended with the grounding of the PAZIFIK, can be ascribed to the product ECDIS which is systemically not yet fully developed, approved as primary aid to navigation and displaces other important sources of information, such as sailing directions, without a consistent replacement for it.

The actions taken after the grounding to ensure the safety of the crew, securing the ship and the cargo, and the assessment of the situation were carried out in a professional and seamanlike manner.

The BSU dispenses with the publication of safety recommendations since the shipping company took action after the grounding.

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