



# Bundesstelle für Seeunfalluntersuchung

## Federal Bureau of Maritime Casualty Investigation

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

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The Federal Bureau of Maritime Casualty Investigation (BSU) published the interim investigation report pertaining to the collision of the traditional ship Nr. 5 ELBE and the container ship ASTROSPRINTER on the river Elbe on 5 June 2020. The Interim Investigation Report provides information about the subject, the course and the current state of the investigation. The report is available on

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

for download.

### **Very serious marine casualty – collision of the traditional ship Nr. 5 ELBE and the container ship ASTROSPRINTER on the river Elbe**

At 1354 on 8 June 2019, the Cyprus flagged container ship ASTROSPRINTER and the German traditional ship Nr. 5 ELBE collided on the river Elbe level with Stadersand. The sailing vessel had just turned to return to Hamburg, when two sails loosened. While the crew was engaged in regaining control over these sails, they failed to change the fairway side corresponding to their own direction of sailing. The Nr. 5 ELBE passed the oncoming HANNA closely and then collided with the ASTROSPRINTER. On board the former pilot schooner, which was manned with 15 crewmembers and carried 28 passengers, eight people sustained predominantly minor injuries. In the further course of events, the Nr. 5 ELBE managed to reach the Schwinge estuary nearby under her own steam and with the assistance of the DLRG-boat KIEK UT, before she grounded shortly before the pier and foundered. Given the lucky circumstance that rescue teams of the volunteer fire department Stade and the DLRG were already at the scene and the fact that the ship was in sheltered waters, all people could be rescued on time.

One of the most elaborated BSU investigations started. In addition to the standardised procedures such as the questioning of all of the higher-than-average number of witnesses in this case, the reading out and evaluation of electronic recordings (out of the VDR or from the VTS), many other issues were dealt with, for example such as aspects with respect to the traditional ship's construction.

Due to the extent of the investigation report and the Corona restrictions, the investigation report could not be published within the one-year term. However, the draft investigation report is concluded and in the consultation period until 24 June 2020. After the receipt of the statements, the BSU intends to publish the final investigation report in July/August 2020.

All investigation reports, safety recommendations as well as other publications of the BSU are available on

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

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