



Bundesstelle für Seeunfalluntersuchung

Federal Bureau of Maritime Casualty Investigation

Federal Higher Authority subordinated to
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The Federal Bureau of Maritime Casualty Investigation (BSU) hereby announces the publication of the Summary Investigation Report 283/16 on 11 December 2020. The report deals with the water ingress in the fore peak on the RoPax-ferry BERLIN after contact with the fendering system in the port of Gedser (Denmark) on 30 July 2016, and is available for download at

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

Water ingress in the fore peak of the RoPax-ferry Berlin after contact with the fendering system in the port of Gedser (Denmark)

On 30 July 2016, the RoPax ferry BERLIN experienced a water ingress by three cracks with a length of about 1 m in the fore peak level with the waterline. While berthing in Gedser, the ferry sailed into the fendering system with her bulbous bow. The water ingress itself was only noticed on the return journey to Rostock. The bulbous bow was cracked by about 2-3° towards starboard, viewed from the longitudinal axis. However, this did not lead to a serious damage of the ship's structure. There was no environmental pollution. The BERLIN was able to continue her voyage unimpeded and after her arrival in Rostock moored at the pier, where she underwent repair works on the following day.

The collision is largely attributed to the ship command's nautical errors. On the bridge, they failed to notice that a controllable-pitch propeller was still set to "run ahead", while attempting to stop the ferry. The ship's command failed to use a checklist made available by the shipping company.

All investigation reports, safety recommendations and other information published by the BSU are available at

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

Ulf Kaspera
Director