



# 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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## **PRESS RELEASE No 05/21**

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby announces the publication of the Interim Investigation Report 74/20 on 1 July 2021. The report deals with the marine casualty of the catamaran SEEWIND I which resulted in physical injury and damages to the ship because she suddenly pitched into a wave. The report is available for download at

[https://www.bsu-bund.de/EN/Publications/Publications\\_node.html](https://www.bsu-bund.de/EN/Publications/Publications_node.html)

### **Catamaran SEEWIND I suddenly pitches into a wave in the North Sea with ensuing physical injuries and damages to the catamaran on 3 July 2020**

On 3 July 2020, the catamaran SEEWIND 1, flying the flag of Germany, carried crewmembers of various passengers' ships laying at the deep-water roadstead in the German Bight, to Cuxhaven.

The transfer of the 37 passengers from the roadstead to Bremerhaven began at 2110. Shortly afterwards, the SEEWIND 1 entered the Weser-fairway. Since the waves now approached from abaft, the catamaran could sail with a speed of about 26 kts.

Another wave system that had not been expected by the ships command emerged briefly at 2158. The ships bow dropped further than before in these waves. Then, the bow plunged deep into the following wave crest with undiminished speed bringing her to a standstill almost immediately.

At this time, the chief engineer was in the passenger area in order to take care of the passengers. He lost his balance and sustained a serious injury when he fell. A passenger suffered a minor injury. Both were then attended to by medically trained passengers.

The SEEWIND 1 suffered minor damages as a result of the plunging into the wave. The ship continued her voyage to Bremerhaven with reduced speed. The injured persons were transferred to the rescue services there. After the survey of the classification society on the next day, the ship continued her voyage to the port of departure.

Within the scope of the investigation, the BSU arrived at the conclusion, that the SEEWIND I had sailed into the wave system of an oncoming large container ship. This danger is not sufficiently described in the manuals of the shipping company available to date. During the investigation, deficiencies were also found in the manning of the vessel and in the documentation. The shipping company, also in response to the draft report, will initiate measures that should lead to an improvement in the points described. Therefore, there is no need to address safety recommendations to the shipping company.

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

[https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte\\_node.html](https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte_node.html)

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