



Bundesstelle für Seeunfalluntersuchung

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The Federal Bureau of Maritime Casualty Investigation (BSU) hereby announces the publication of the Summary Investigation Report No. 23/20 on 21 December 2021. The report deals with the loss of two harbour cranes loaded on deck of a heavy-lift vessel at berth in the port of Rostock and is available for download at

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

Cargo-related accident (loss of two mobile cranes) on the JUMBO VISION, at berth in the port of Rostock, on 31 January 2020

On 30 January 2020, the heavy-lift vessel JUMBO VISION was at berth in the overseas port of Rostock. During the course of this and the following day, two Liebherr LHM 550 mobile harbour cranes were loaded onto the ship's hatch covers, one after the other. The ship's own cargo-handling gear was used in tandem operation to achieve this.

By about 2045 on 31 January, the stabilising pontoons had been hauled in. The aft crane's wheelsets were swivelled in a transverse direction. For various reasons, this crane had to be moved a short distance towards the seaward side. At first it was accidentally started up in the wrong direction, before the mistake was noticed and it was moved in the required direction.

After the crane had been moved by a few centimetres, it had to be stopped because of an obstacle. Despite the use of various operating commands it was not possible to bring it to a standstill. Without any apparent response, the crane rolled off the hatch and subsequently fell into the harbour basin. Due to the heavy list that this caused, the forward crane also slid into the water.

The JUMBO VISION sustained minor damage, mainly to the fittings and railing of the water-side deck passageway. The two LHM 550s were salvaged about a month later. Up until then, the harbour basin concerned was closed, fully at first and later partially. There was minor water pollution due to escaping operating fluids.

The BSU investigators were presented with various possible hypotheses as to why the crane had apparently not responded to the operating commands. These hypotheses were worked through one after the other and largely disproved. Ultimately, a combination of several factors proved responsible for the accident.

The report closes with safety recommendations directed at the parties involved in the accident as well as the German Federal Ministry for Digital Affairs and Transport.

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

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

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