



Bundesstelle für Seeunfalluntersuchung

Federal Bureau of Maritime Casualty Investigation

Federal Bureau of Maritime Casualty Investigation • P.O. Box 30 12 20 • 20305 Hamburg

Office Building

Bernhard-Nocht-Str. 78
20359 Hamburg
Tel.: + 49 (0) 40 31 90 – 83 11
Fax: + 49 (0) 40 31 90 – 83 40
posteingang@bsu-bund.de
<http://www.bsu-bund.de>

Leitweg ID 991-14090-76

Your reference
Your message dated

My reference
(please state on reply)
138/22

+ 49 40 31 90 – 83 11

email: posteingang@bsu-bund.de

Date
01.06.2023

PRESS RELEASE No. 08/23

The Federal Bureau of Maritime Casualty Investigation (BSU) hereby announces the publication of the Investigation Report 138/22 on 1 June 2023. The report deals with a person falling overboard resulting in fatality on board the commercially operated sailing yacht SPEEDY GO on the Flensburg Firth on 8 April 2022 and is available for download at

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

Very Serious Marine Casualty – Person Over Board Resulting in Fatality on Board the Sailing Yacht SPEEDY GO on the Flensburg Firth on 8 April 2022

The skipper of the commercially used sailing yacht SPEEDY GO, 13.50 m in length, fell overboard and drowned at 1219 (CEST) on 8 April 2022 after an unsuccessful sailing manoeuvre. The casualty went to the foreship because the headsail's sheets had become entangled there during a gybe. After clearing the lines, he straightened up simultaneously with the wind blowing into the sail as well as the yacht heeling and picking up speed. The skipper fell backwards over the guardrail into the water. The fellow sailors did not manage to get the casualty back on board of the yacht, even though he was at the stern shortly after. One of the co-sailors went into the water to help, lost contact with the yacht and was rescued suffering from hypothermia by the other sailors. A rescue helicopter recovered the skipper but all attempts at resuscitation were unsuccessful.

The cause of the skipper falling overboard was a lack of self-protection against falling overboard with a lifeline when he went onto the foreship in conjunction with adopting an unsafe position on the yacht's leeward side. The main reason for the skipper

drowning was the fact that he was not wearing a lifejacket. Several other aspects were identified as contributing factors to the accident.

Potential for improvement was noted with regard to the vessel operator's safety and quality management, sailing trip preparation and (safety) familiarisation, crew management, safe conduct on deck, vessel equipment, emergency management and the content of the examinations for commercial recreational boating. Safety recommendations were addressed to the Federal Ministry for Digital and Transport, the German Maritime Search and Rescue Service, as well as the vessel operator and the shipyard of the SPEEDY GO.

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