



Bundesstelle für Seeunfalluntersuchung

Federal Bureau of Maritime Casualty Investigation

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The Federal Bureau of Maritime Casualty Investigation (BSU) has published the Interim Investigation Report No. 600/22 on 8 December 2023. The report provides information on the subject, the course and the current state of the investigation and is available for download at

https://www.bsu-bund.de/EN/Publications/Publications_node.html

Grounding of the PARANA on the river Ems on 9 December 2022

The German-flagged car carrier PARANA was en route from Emden/Germany to Dublin/Ireland with a cargo of vehicles on 9 December 2022. The ship had cast off from Emden at 2306. During the crucial section of the voyage on the river Ems, the bridge was manned by the master, the pilot, the third officer, a trainee lookout, and a helmsman.

In order to follow the course of the Ems fairway, several course alterations to starboard had to be made. The rudder commands were given to the helmsman by the pilot. During the course alteration at buoys 48/49, the ship's turn to starboard was to be countered by a counter rudder of 10° to port. The helmsman repeated the pilot's command, but put the rudder to starboard instead. This was also the case for the subsequent commands "port twenty" and "hard to port". These increasing rudder angles to starboard further increased the turning speed. When the ship's command and the pilot realised the reason for this, it was no longer possible to change course in time to avoid running aground on the five-metre depth contour at 2356, even though the rudder was put to "hard to port" and the main engine ordered to "full astern".

The PARANA was refloated with the assistance of two tugs at 0130 on 10 December 2022. The vessel then returned to Emden under its own power, accompanied by the two tugs. No one was injured during the accident and there was no water pollution.

After confirmation of seaworthiness by the classification society, the PARANA left the harbour of Emden for sea at midday high water on the same day.

The investigation into the accident has since been completed, and the BSU is currently in the process of compiling the investigation report.

Because the one-year deadline for publication, set by the European Union and adopted as national law by the Federal Republic of Germany, cannot be met, the public is informed about the status of the investigations into this serious marine accident by means of the publication of an interim investigation report.

All investigation reports, safety recommendations as well as other publications of the BSU are available for download at

https://www.bsu-bund.de/EN/Publications/Unfallberichte/Unfallberichte_node.html

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