



**Bundesstelle für Seeunfalluntersuchung**  
Federal Bureau of Maritime Casualty Investigation  
Federal Higher Authority subordinated to the Ministry of Transport,  
Building and Urban Development

# 2011 Annual Report



Fire on the ro-ro passenger vessel LISCO GLORIA,  
BSU Investigation Ref.: 445/10, published on 01/02/2012  
Source: BSU

**2 May 2012**

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## Foreword

The Federal Bureau of Maritime Casualty Investigation looks back on an eventful and busy 2011, which, in addition to the accidents, was marked by advancements in marine casualty investigation at international level, in particular.

In 2011, marine casualties were at nearly the same level as in previous years. Since this level was encouragingly low in previous years, the past year can also be regarded as positive.

Unfortunately, the most spectacular marine casualty of the year was also one of the most tragic that the Federal Bureau had to investigate. In the collision between the container vessel OOCL FINLAND and the general cargo vessel TYUMEN-2 in mid-April on the Kiel Canal, the entire wheelhouse of the TYUMEN-2 was torn off and plunged into the canal causing the death of the pilot and a canal helmsman. Nearly half the workforce of the Federal Bureau had to be deployed to the scene because of the severity of this marine casualty. This marine casualty is still being investigated.

The investigation of the fire that broke out on the ro-ro passenger vessel LISCO GLORIA on 9 October 2010 is now concluded and the corresponding investigation report was published on 1 February 2012. The fire on the LISCO GLORIA was one of three that broke out on ro-ro passenger ferries within a short period. The other two cases were investigated by the marine casualty investigation authorities of Denmark and Great Britain. Although such an accumulation was not observed again in 2011, the bodies of the IMO (International Maritime Organization) are likely to be occupied with following up the investigation reports.

The advancement of marine casualty investigation took place at the IMO and at the EU. After the Maritime Safety Committee of the IMO established a new mandatory marine casualty investigation code with its resolutions MSC.255(84) and MSC.257(84) as early as 1 January 2010, which is applicable for all the states party to the Convention for the Safety of Life at Sea, the deadline for

transposition of Directive 2009/18/EC of the European Parliament and Council into the national law of Member States of the European Union expired on 17 June 2011. These new instruments were already largely implemented in Germany via the Maritime Safety Investigation Law (SUG), which came into force as early as in 2002 and forms the basis for the work of the Federal Bureau. The first amendment of the SUG, which was necessary nonetheless, entered into force on 1 December 2011.

Since its inception in 2002, the Federal Bureau has adhered to the philosophy of determining the causes that have led to a marine casualty when investigating an accident and in so doing, help to prevent similar accidents in the future. The investigations do not facilitate the clarification of issues of fault, liability or the enforcement of claims. This guiding principle was enshrined in the Directive of the European Union as well as in the IMO Code for the Investigation of Marine Accidents. Both instruments also stress the need for the independence of marine casualty investigation bodies and international collaboration during the investigation of marine casualties.

The increased obligations of the Federal Bureau, in particular, those arising from the EU Directive, are pitted against the continuing constraints on public budgets. It is currently not foreseeable whether the Federal Bureau will be able to keep its already small staff of 11 employees or whether this will reduce permanently to only 10 employees. However, the high level of commitment displayed by every employee enables me to look to the future with optimism with regard to the Federal Bureau's ability to continue its work successfully.

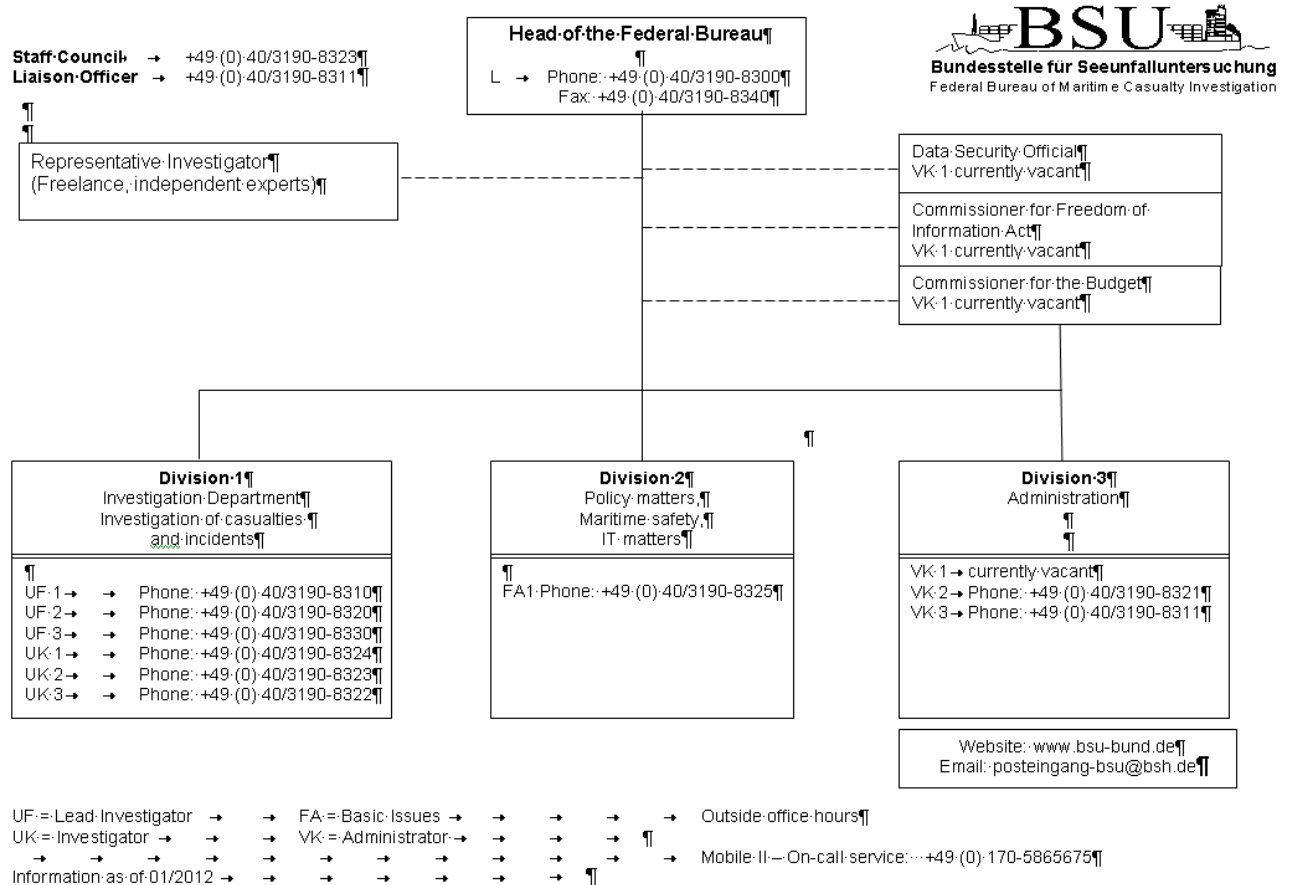
One of the most important pillars of the Federal Bureau is the safety partnership with every stakeholder in a marine casualty investigation. In this regard, I hope that collaboration based on trust will continue and would like to thank you for the valuable cooperation seen hitherto.

Jörg Kaufmann

## Organisation

The Federal Bureau of Maritime Casualty Investigation (BSU) is a federal higher authority based in Hamburg, which is currently staffed by 10 employees. It has a single-level administrative structure and is under the direct supervision of the Federal Ministry of Transport, Building and Urban Development.

Necessary decisions are made quickly and independently by the Head of the BSU. In particular, he is not subject to instructions vis-à-vis the decision as to whether an investigation is initiated, or not. He represents the BSU outwardly at national, European and international level. Moreover, he is responsible for strategic planning and control. He is also responsible for press, media and general PR work.

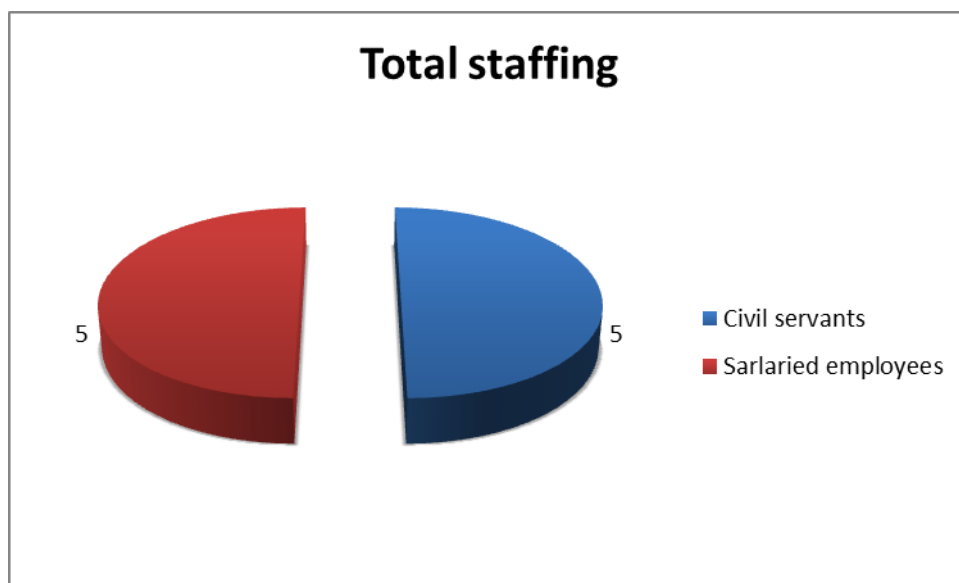


Organisational chart of the BSU as of January 2012

## Inside BSU

The Maritime Safety Investigation Law (SUG) forms the legal foundation for official marine casualty investigations of the BSU. The BSU conducts its safety investigations independently; however, it must satisfy legal requirements derived from EU Directive 2009/18/EC.

A workforce of 10 employees (5 civil servants and 5 salaried employees) is currently available to complete the tasks related to marine casualty investigation, which the BSU has to cope with to the fullest extent despite strained public budgets. In spite of this low manpower, the occupational fields in the BSU are varied. In this respect, the job profiles include that of the navigator, marine engineer, lawyer, mechanical engineer as well as the commercial and typical administrative disciplines. In addition to a high skill set, work at the BSU requires great enthusiasm, flexibility and professionalism.



The need for international collaboration in the field of marine casualty investigation is emphasised more and more – not least by the new IMO Code and the new EU Directive. The employees of the BSU work together with other European and international marine casualty investigation authorities if the interests of different countries are affected. Here, the BSU maintains close contact with foreign marine casualty investigation authorities. In this regard, it works at international level with the Marine Accident Investigators International Forum (MAIIF) as well as with its regional forum, the European Marine Accident Investigators International Forum (EMAIF), and at European level with the European Maritime Safety Agency (EMSA), which has its headquarters in Lisbon.

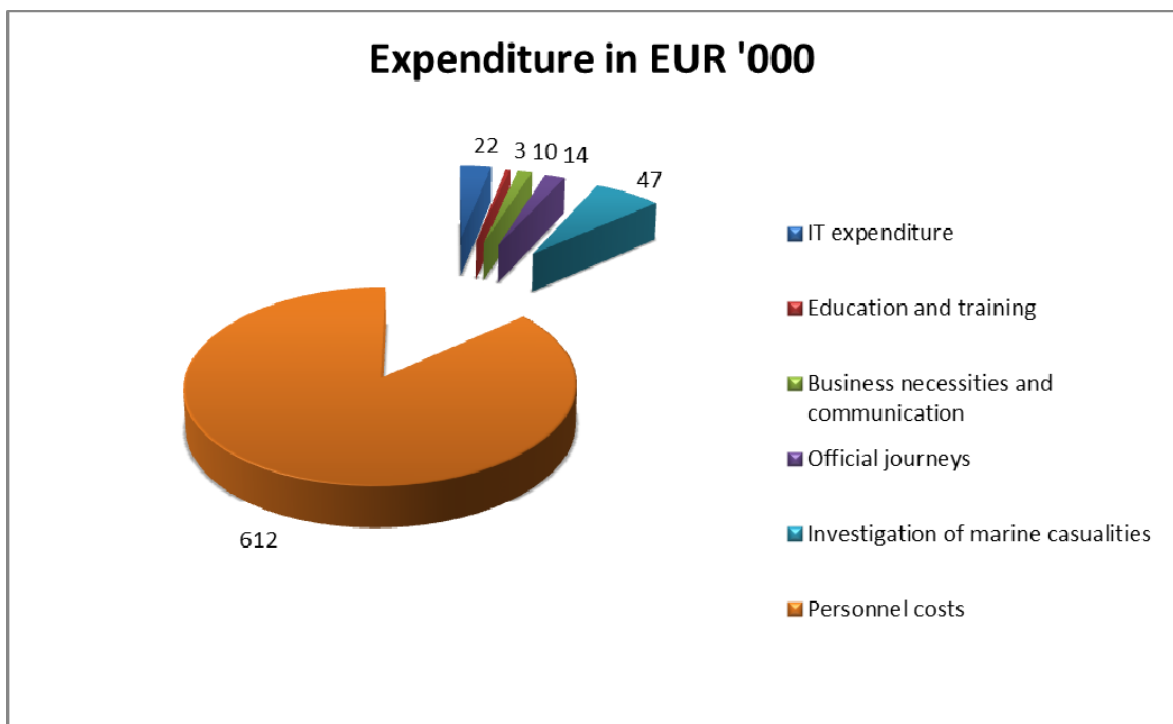
Since Directive 2009/18/EC came into force, collaboration in the conduct of safety investigations has been mandatory within the European Union if the interests of several Member States are affected. Furthermore, a framework for permanent collaboration has been created, within which the investigative bodies of the Member States are required to liaise on the modalities for collaboration. Apart from the actual investigative work, one of the tasks in relation to collaboration is to ensure that data are entered and maintained in the European database for marine casualties (European Marine Casualty Information Platform – EMCIP). Information about distressed vessels is recorded and stored in this, thus enabling EMSA to provide the European Commission with fundamentals for making decisions concerning the maintenance and improvement of traffic safety in maritime navigation. To facilitate the accomplishment of this objective, the master data on the vessels involved and course of the accident are recorded in EMCIP for each marine casualty reported.

For marine casualties processed in a preliminary or main investigation, additional data must be entered by the investigator responsible. At the present time, it is not possible to estimate the additional effort this extensive data entry will give rise to.

Globally, marine casualty data are also recorded in a database at the IMO (Global Integrated Shipping Information System – GISIS).

The administrative tasks at BSU are currently performed by only two employees. This includes all the functions of organisation, personnel management, preparation and planning of the budget through to the management of files. A final decision has still to be made with regard to the filling or elimination of an administrative post that became vacant in mid-December 2011.

The 2011 fiscal year closed with total expenditure of EUR 683,000. This does not include IT expenditure amounting to EUR 22,000; however, this is managed by the Federal Maritime and Hydrographic Agency (BSH) due to the small size of the BSU.



BSU expenditure in 2011

At EUR 612,000, the largest item of expenditure in 2011 was personnel expenses, the share of which was 89 % based on total expenditure.

Expenditure (not including IT expenditure) in 2011 was slightly less than 2010, in which total expenditure amounted to EUR 694,000.

However, the level of expenditure is dependent on the scale of the marine casualty investigations necessary and therefore varies from year to year.

## Investigation teams

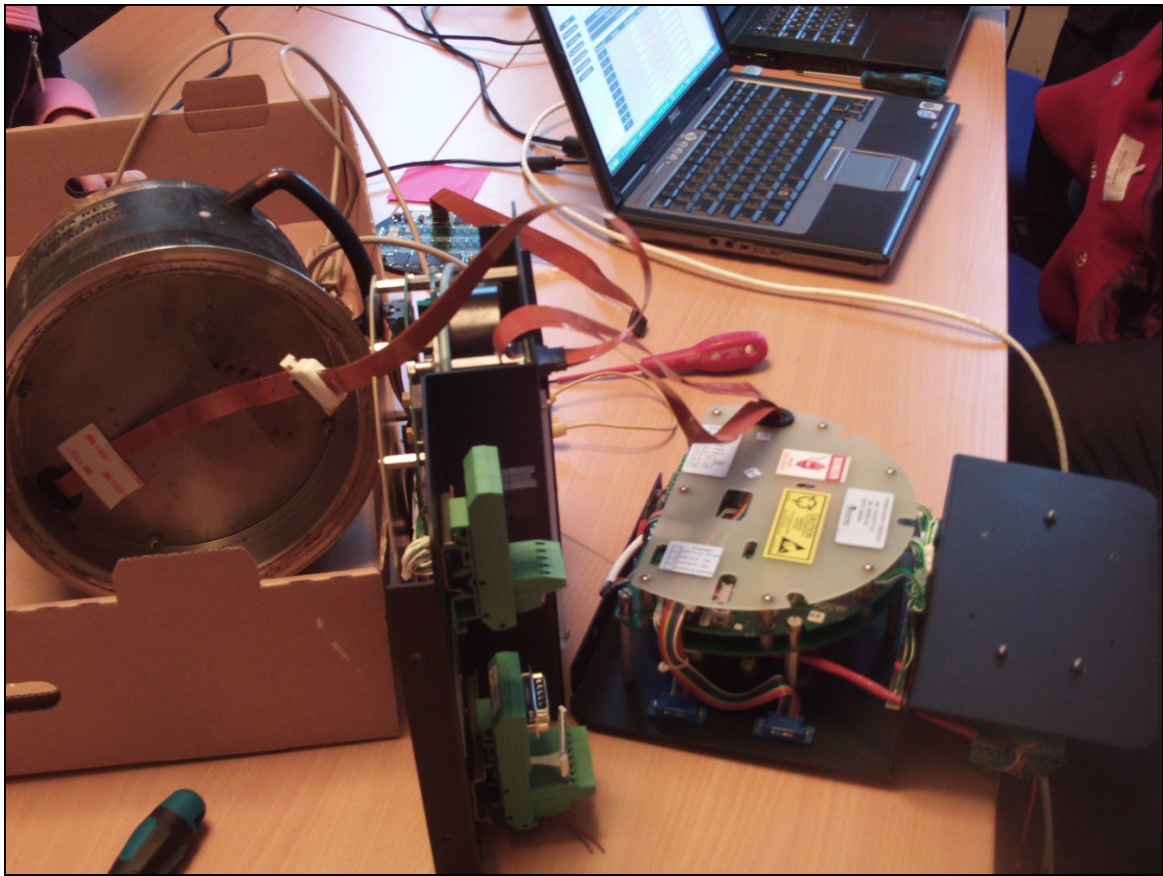
Due to its on-call service, the BSU can be reached 24 hours a day, 7 days a week.

**EMERGENCY PHONE NUMBER: +49 (0) 170 – 58 65 67 5**

Accessibility is ensured by the staff of the Investigation Department in Division 1. These are the people who initiate or coordinate the necessary first measures within the shortest possible time and who arrive at an accident scene should the need arise.

Division 2 provides the necessary support for technical matters, such as securing and analysing technical recordings; this takes place on board vessels and ashore.

Administrative support is provided by the staff of Administration in Division 3.



Reading the voyage data recorder's capsule after the fire on board the ro-ro ferry LISCO GLORIA,  
BSU Investigation Ref.: 445/10, published on 01/02/2012  
Source: BSU

## Basis for the work

The German Maritime Safety Investigation Law (SUG) forms the basis for the work of the BSU. It defines the competence of the BSU for the investigation of marine casualties

- on or involving sea-going vessels of all flags
  - within German territory;
  - within the German Exclusive Economic Zone (EEZ);
  - during traffic movements on the German navigable maritime waterways as well as to, from and in ports connected to them;
- on or involving sea-going vessels flying the flag of Germany anywhere in the world;
- in other countries if the Federal Republic of Germany has significant interest in the investigation thereof.

Transposition of "Directive 2009/18/EC of the European Parliament and of the Council establishing the fundamental principles governing the investigation of accidents in the maritime transport sector" into German law made an amendment to the SUG necessary. On the one hand, the readability of the SUG has been improved by this amendment, which came into force on 1 December 2011, in that hitherto cross-references to sections in the Aviation Accident Investigation Law (FIUUG) have been dispensed with.

On the other hand, necessary adjustments resulting from the EU Directive have been made. In particular, the deadline for submitting comments on draft reports of the BSU has been shortened from 60 days previously to 30 days. The addressees of a safety recommendation issued by the BSU are now obliged to report any action planned or already taken to implement the safety recommendation to the BSU. Due to the fundamental obligation to investigate every very serious marine casualty on or involving a sea-going vessel, and to conduct at least a preliminary investigation for every serious marine casualty, the BSU's capacity is more tied up than before. In the future, it will only be possible to investigate marine casualties on or involving sea-going pleasure craft secondarily and in German waters.



Salvage of the capsized yacht PINGI off St. Peter-Ording,  
BSU Investigation Report Ref.: 533/09, published on 17/01/2011  
Source: WSP Husum



## Definitions

The SUG defines the term 'marine casualty' as

1. any event that has at least one of the following consequences
  - the death or serious injury of a person caused by or in connection with the operation of a vessel;
  - the disappearance of a person on board a vessel caused by or in connection with the operation of a vessel;
  - the loss, presumed loss or abandonment of a vessel;
  - material damage to a vessel;
  - the grounding or constructive total loss of a vessel or the involvement of a vessel in a collision;
  - material damage caused by or in connection with the operation of a vessel;
  - environmental pollution resulting from damage to one or more vessels caused by or in connection with the operation of one or more vessels, and
2. any event caused by or in connection with the operation of a vessel that poses a risk to a vessel or a person or the consequences of which could cause serious damage to a vessel, an offshore structure or the environment.

Depending on the consequences, the generic term 'marine casualty' is divided further into

Very serious marine casualty (VSMC):

Fatality, constructive total loss of a vessel or an accident with substantial environmental pollution

Serious marine casualty (SMC):

Marine casualty not classified as a VSMC, but which involves

- failure of the main engine;
- substantial damage to the accommodation spaces;
- serious damage to the vessel's structure;
- a leak in the underwater shell plating with which the vessel becomes unseaworthy;
- pollution, regardless of the volume of pollutants released, and/or
- an accident that necessitates towing or shore-based assistance.

(Less serious) marine casualty (LSMC):

All marine casualties not classified as a VSMC or SMC

Incident (I):

Near misses with dangerous side effects and so-called minor cases with only marginal damage

## **BSU – Publications**

All the reports published by the BSU are available sorted by year of publication on the BSU website ([www.bsu-bund.de](http://www.bsu-bund.de)) under 'Publications'.

### Overview 2011

- 17 marine casualty investigations were concluded with a main report in 2011;
- 552 new incidents, including 127 marine casualties, were reported to the BSU in 2011;
- 13 of these marine casualties were not investigated extensively and concluded with an internal report in 2011 following initial preliminary investigations;
- 25 marine casualties were investigated extensively in the course of a main investigation;
- 4 of the main investigations were conducted jointly with another country;
- 23 main investigations were conducted by the BSU independently;
- 33 investigations were not concluded in 2011 and are being continued in 2012.

The BSU's discretion to investigate or not investigate marine casualties is more restricted than hitherto following the entry into force of the EU Directive on marine casualty investigation and its transposition into national law by amending the SUG. For example, all VSMCs reported within the BSU's area of responsibility must be investigated and all SMCs at least evaluated in the course of a preliminary investigation. Deviations from this principle must be justified to EMSA, the agency appointed by the European Commission for that purpose. When deciding whether to investigate an SMC by means of only a preliminary investigation, consideration must be given, in particular, to the severity of the accident, the type of vessels involved and their cargo, and the question of whether new knowledge for preventing future marine casualties may be gained from a full safety investigation. Cases discontinued after a preliminary investigation are usually concluded with an internal report. Main investigations that do not give rise to important conclusions with respect to preventing future accidents, for example, because matters pertaining to safety have been discussed previously in a similar accident, are usually concluded with a summary investigation report. This does not contain safety recommendations, but may refer to previous reports and recommendations of the BSU or foreign marine casualty investigation authorities.

### **Safety recommendations**

In line with the new IMO Code for the Investigation of Marine Accidents, the task of marine casualty investigation authorities is defined as 'safety investigation' in the new EU Directive and correspondingly in the amended SUG. This emphasises the fact that marine casualty investigations are not intended to clarify issues of fault or liability, but are solely for the purpose of improving maritime safety. That is also the reason why a safety recommendation is issued. A safety recommendation points to an identified gap in safety and aims to help the addressee avoid or at least reduce the impact of future situations similar to those that led to an accident in the case investigated.

Therefore, a safety investigation by the BSU focuses not only on the events on board, but also looks at organisation ashore. Consequently, in addition to the crew, addressees of safety recommendations could include pilots, ship owners, shipyards, manufacturers of equipment, the Maritime Administration, the legislature, or others.

The BSU may issue an early alert in the form of preliminary safety recommendations before the publication of an investigation report.

This is to prevent accidents if it has been found that a safety risk exists, for which notification must be provided immediately, i.e. before publication of the final report.

In 2011, the BSU issued safety recommendations in six final reports; preliminary safety recommendations were not published.

All the recommendations published by the BSU are available for reading sorted by year of publication on the BSU website ([www.bsu-bund.de](http://www.bsu-bund.de)) under 'Publications'.

### **Main investigations**

Of the safety investigations concluded in 2011, the accident involving the shipboard crane belonging to the wind turbine installation vessel WIND LIFT 1, published on 1 June 2011 and the engine room fire on the cruise ship DEUTSCHLAND, published on 15 July 2011, represent particular focal points. Another main investigation of the BSU involved the fire on the ro-ro passenger vessel LISCO GLORIA, which was conducted jointly with the flag State Lithuania. The final report on this case was published on 1 February 2012. The collision between the container vessel OOCL FINLAND and the general cargo vessel TYUMEN-2 in mid-April 2011 on the Kiel Canal, which has already been discussed above, is one of the focal points of the new accident investigations added in 2011. Another focal point was collisions in restricted visibility, of which there were four cases in German waters in just two and a half weeks in November 2011. These safety investigations had still to be concluded on 31 December 2011.

#### Less serious marine casualty caused by an accident involving the shipboard crane belonging to the wind turbine installation vessel WIND LIFT 1:

The WIND LIFT 1, an installation vessel for offshore wind turbines, had elevated herself from the water by lowering four legs and in so doing became a working platform connected to the seabed (so-called self-elevating unit) in the 'BARD Offshore 1' wind farm about 50 nm north-west of Borkum. Using the shipboard heavy crane, an iron pipe (so-called 'pile') of 85 metres in length weighing 425 tonnes and with a diameter of about 3.5 metres was to be lowered into the water in a vertical position, where together with two other pipes of the same dimensions and with about half of it driven into the seabed, it was to be used as the foundation of a wind turbine. In executing this task, the upper end of pipe, which was lying athwartships, was grasped by the heavy crane by means of a hydraulic grab and raised on one side. At an elevation angle of about 35 degrees and a height of about 40 metres, the pipe suddenly slipped out of the grab and fell back onto the deck of the vessel with great force. Three people on deck were slightly injured while trying to move to safety and/or falling due to vibration. The deck superstructure sustained heavy material damage. The pile's direction of fall and the fact that at midday there were only a few people on deck prevented the consequences from being more severe.



Accident involving the shipboard crane belonging to the wind turbine installation vessel WIND LIFT 1,  
BSU Investigation Ref.: 215/10, published on 01/06/2011  
Source: BSU

Serious marine casualty due to fire in the engine room of the cruise ship DEUTSCHLAND:

The DEUTSCHLAND was on a cruise through the Norwegian archipelago and had made fast on the pier in Eidfjord. While most of the people on board were having lunch, maintenance work was continued in the engine room. In the course of this, the engineers noticed the glare of a fire and reported "fire in the auxiliary engine room" to the bridge. The ship's command took any action necessary to extinguish the fire and evacuate all the passengers. The fire was finally extinguished by means of the CO<sub>2</sub> system. Norwegian fire-fighting experts who had been summoned to assist subsequently supported the crew in determining whether the fire was extinguished by means of thermal imaging cameras.

The passengers and any crew members not involved in fighting the fire were evacuated and taken to a nearby hotel. The passengers and crew were permitted to board again in small groups later on in order to collect personal items to take to the hotel. In the days that followed, the passengers were flown back to Germany and the vessel was towed to a repair yard in Hamburg.



Fire in the engine room of the cruise ship DEUTSCHLAND,  
BSU Investigation Report Ref.: 216/10, published on 15/07/2011  
Source: BSU

Very serious marine casualty due to fire on the ro-ro passenger vessel LISCO GLORIA:

The ro-ro (roll-on/roll-off) passenger vessel LISCO GLORIA had left the port of Kiel for Klaipėda, her port of destination in Lithuania. 32 Lithuanian crew members and 203 passengers were on board. Fire broke out on the uppermost vehicle decks about two hours later northwest of Fehmarn. The BSU's on-call service was informed about the accident and in consultation with the flag State Lithuania assumed overall control of the investigation.

HGVs, trailers and cars were parked on the largely open upper deck of the LISCO GLORIA. Refrigerated goods were transported in some of the trailers. The refrigeration units on the trailers were checked regularly by crew members. One hour after the start of the voyage, the duty crew member went to make a round of the upper deck. He started in the forward, covered area below the superstructure and then worked his way aft towards the open area of the deck. He noticed the smell of burning while making his way back to the superstructure. At about the same time, the officer on watch heard a fire alarm sound on the bridge for the covered part of the upper deck. While the officer was still identifying the source of the fire on one of the surveillance monitors, he received a radio call from the duty crew member who had discovered the fire on one of the HGVs.

The master, who had been called to the bridge, started the drencher system in the covered part of the upper deck shortly afterwards; however, no water was emitted. The fire spread rapidly. The fire fighting team was also unable to make any inroads due to the thick smoke. Therefore, the master opted to evacuate the ferry.

All available vessels were called to the scene of the accident via Bremen Rescue Radio to assist by taking the persons to be evacuated on board and fight the fire. The full length of the upper deck of the ferry was now burning and passengers and crew members abandoned her in lifeboats and life raft. They were taken on board by vessels that had rushed to the scene and finally returned to Kiel. Some of them had suffered injuries and were treated in hospital; however, no one was seriously injured.

The ferry subsequently drifted into Danish waters. It was not possible to extinguish the fire. Therefore, the LISCO GLORIA was towed to the port of Munkebo in Denmark for the remainder of the fire-fighting operation, where she made fast two weeks after the accident. The ferry was later declared a constructive total loss.

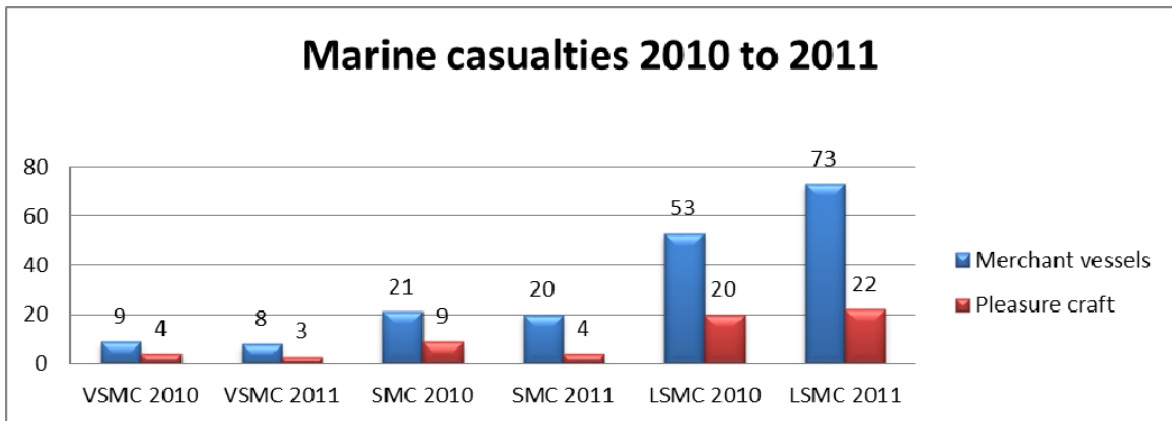


Fire on the ro-ro passenger vessel LISCO GLORIA,  
BSU Investigation Ref.: 445/10, published on 01/02/2012  
Source: BSU

**Marine casualties in total**

In 2011, 557 incidents were recorded by the BSU in total. 130 of these were classified as 'marine casualties' as per the above definition. The development of the number of accidents as compared to the previous year is shown in the following diagram.

Particularly relevant to the BSU is the development of serious and very serious marine casualties (SMCs and VSMCs).

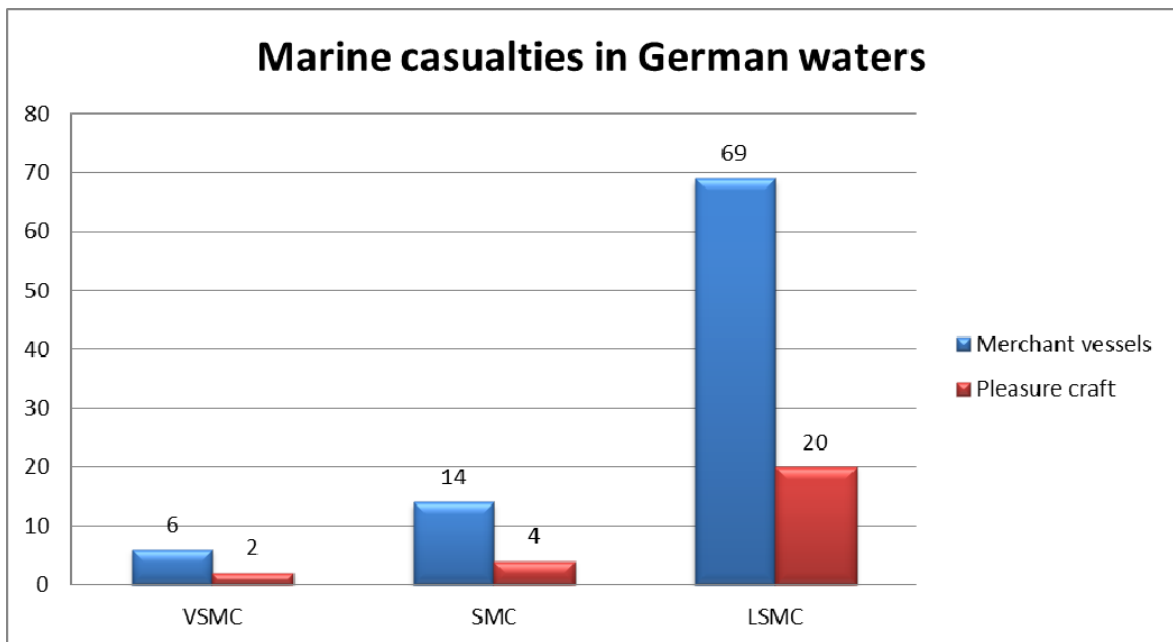


**Marine casualties in German waters**

115 marine casualties occurred in German waters in 2011. These consisted of 89 LSMCs, 18 SMCs and 8 VSMCs. 89 of the 115 marine casualties reported concerned merchant vessels (including fishing vessels).

Ship movements in the territory of the Federal Republic climbed slightly in 2011 as compared to 2010 (2%), but remain marginally lower than the traffic figures for 2009 (-5.5%)<sup>1</sup>. There were 60 marine casualties involving merchant vessels in 2010 and 89 in 2011. With that, the accident rate rose in 2011, but remains at an encouragingly low level.

<sup>1</sup> Source: Waterways and Shipping Directorates North and Northwest



#### Marine casualties on German vessels

41 marine casualties occurred on board merchant vessels flying the German flag. These consisted of 30 (16) LSMCs, 8 (7) SMCs and 3 (5) VSMCs as well as 7 (10) marine casualties on board fishing vessels comprising 7 LSMCs, no SMCs and no VSMCs (3 SMCs and 1 VSMC). On 31 December 2011, there were 530 merchant vessels and 74 sea-going fishing vessels registered under German flag<sup>2</sup>.

Previous year's figures in brackets

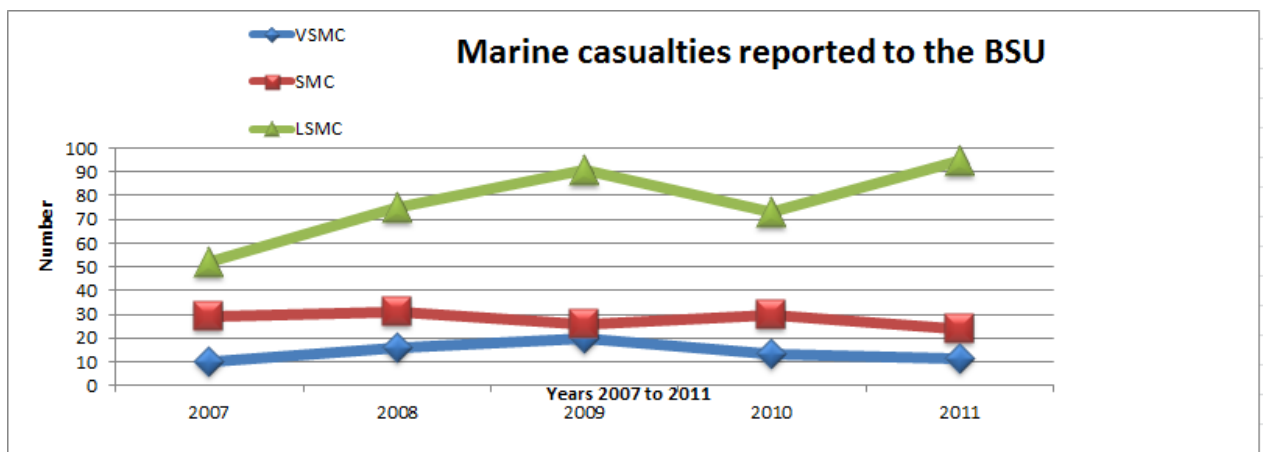
<sup>2</sup> Source: Federal Maritime and Hydrographic Agency (BSH)





Destroyed bridge of the general cargo vessel MALAGA after a collision with the container vessel NATIONAL GLORY,
   
 BSU Investigation Report Ref.: 523/10, published on 12/12/2011
   
 Source: BSU

### Marine casualties from 2007 to 2011



The five-year review reveals only slight fluctuations in the 'very serious' (VSMCs) and 'serious marine casualties' (SMCs). However, the 'less serious marine casualties' (LSMCs) were subject to greater annual fluctuations. Compared to the average, no significant changes were recorded with respect to VSMCs and SMCs in 2011. In relation to the number of sea-going vessels flying the German flag and the number of traffic movements within German territorial waters, the accident levels continue to remain *encouragingly low*.

### Investigated marine casualties that were concluded with an investigation report in 2011

	Published	Report No.	Date of accident	Name of vessel	Type of vessel	Nationality	Scene of accident	Type of accident
1	15/01/2011	168/09	26/05/2009	Höegh London	Container vessel	Germany	Weser	Collision with three moored vessels
2*	15/01/2011	291/10*	19/02/2010	Bro Arthur	Chemical tanker	UK	Port of Hamburg	Personal accident
3	17/01/2011	533/09	27/12/2009	Pingi	Sailing yacht	Germany	Off St. Peter-Ording	Personal accident
4	01/02/2011	231/09	29/06/2009	Aurora/ Transanund	General cargo vessel/ Container vessel	Cyprus/ Cyprus	Elbe	Collision
5	01/03/2011 (one report)	286/10	12/07/2010	CMV Navi Baltic/ J.R.Tolkien	Container vessel/ Sailing vessel	Cyprus/ Netherlands	Kiel Canal	Collision
		286/10	18/08/2010	Albert Johannes	Sailing vessel	Netherlands	Port of Wismar	Grounding
		286/10	22/08/2010	Skylge/ Sputnik 2	Sailing vessel/ Motor yacht	Netherlands/ Germany	Port of Stralsund	Collision
6	01/06/2011	215/10	23/05/2010	Wind Lift 1	Wind turbine installation vessel	Germany	'BARD Off-shore 1' wind farm	Accident involving shipboard crane
7	01/06/2011	391/09 incl. (520/09)	15/09/2009 (16/10/2009)	CCNI Guayas (Frisia Lissabon)	Container vessel (Container vessel)	Germany (Liberia)	Off Hong Kong (North Sea off Borkum)	Personal accident (Personal accident)
8	15/06/2011	286/09	20/07/2009	Cross-Match	Sailing yacht	Germany	Off Bornholm	Personal accident
9	01/07/2011	127/10	04/04/2010	Cranz/ Endeavor	Cargo vessel/ Container vessel	Antigua & Barbuda/ Netherlands	Kiel Canal	Collision
10	15/07/2011	126/10	02/04/2010	YM Tianjin/ Lam Chor Hung	Container vessel/ Fishing vessel	Germany/ PRC	South of Hong Kong	Collision
11	15/07/2011	216/10	23/05/2010	Deutschland	Passenger vessel	Germany	Eidfjord, Norway	Engine room fire
12	01/08/2011	264/10	29/06/2010	Steinbock/ Minerva	Tug boat/ Container vessel	Germany/ Norway	Bremerhaven	Collision
13	01/08/2011	174/10	30/04/2010	Beluga Revolution	Container vessel	Germany	Enus, South Seas	Grounding
14	17/10/2011	304/10	24/07/2010	Jula S/ Zenith Winner	Container vessel/ General cargo vessel	Germany/ Republic of Korea	25 nm east of Tianjin	Collision
15	01/11/2011	510/10	02/12/2009	Spring Panda/ Liquid Gold	Motor vessel/ Oil tanker	Netherlands/ Liberia	Elbe	Collision
16	15/11/2011	551/10	13/12/2010	Frisia Rotterdam/ Cleantec	Container vessel/ Bulk carrier	Germany/ PRC	West of Skagen	Collision
17	12/12/2011	523/10	28/11/2010	National Glory/ Malaga	General cargo vessel/ Container vessel	U.S./ St. Vincent & Grenadines	Siding at Kiel-Holtenua	Collision

\* Investigation by the flag State in collaboration with the BSU

**Investigated marine casualties that were concluded with an internal investigation report in 2011**

	Date	Report No.	Date of accident	Name of vessel	Type of vessel	Nationality	Scene of accident	Type of accident
1	Discontinued 11/01/2011	268/10	27/06/2010	Albatros	Sailing yacht	Germany	Bay of Kiel	Ground contact
2	Discontinued 11/01/2011	575/10	24/06/2010	Ocean Preface	Bulk carrier	PRC	Rügen	Ground contact
3	Discontinued 17/01/2011	324/10	27/07/2010	Weser	Lifeboat	Germany	Weser	Material broken (davit falls)
4	Discontinued 17/01/2011	349/10	20/08/2010	Alexander von Humbolt/ Andrea	Traditional vessel/ Fishing vessel	Germany/ Great Britain	Isle of Vlieland, NL	Collision
5	Discontinued 17/01/2011	354/10	16/08/2010	Roald Amundsen	Traditional vessel	Germany	Sturgeon Bay, U.S.	Ground contact
6	Discontinued 01/03/2011	303/10	13/07/2010	Northern Faith	Container vessel	Germany	Coast of Mauritius	Personal accident
7	Discontinued 17/03/2011	102/10	12/03/2010	Sven Johannsen/ Lisa D.	Passenger ship/ Bulk carrier	Germany/ Antigua & Barbuda	Port of Travemünde	Collision
8	Discontinued 17/06/2011	11/11	11/01/2011	Bertina/ Berend Cornelius	Chemical tanker/ Fishing vessel	Bahamas/ Netherlands	7 nm off Helgoland	Collision
9	Discontinued 06/09/2011	142/11	28/04/2011	Santa Elena	Container vessel	Singapore	Port of Hamburg	Personal accident
10	Discontinued 07/09/2011	173/10	06/05/2010	Rip Hudner	Bulk carrier	Bahamas	Port of Hamburg, Wedel Power Station	Explosion
11	Discontinued 14/12/2011	442/11	07/10/2011	Sebring Express/ Delta Hamburg	Ro-ro cargo/ Container vessel	Philippines/ Cyprus	Port of Hamburg	Collision
12	Discontinued 14/12/2011	448/11	14/10/2011	Andromeda J./ Drogdenbank	Container vessel/ General cargo vessel	Germany/ Netherlands	Kiel Canal, km 80	Contact with the embankment
13	Discontinued 15/12/2011	400/11	19/09/2011	Charlotta/ Hanse Confidence	Container vessel/ Container vessel	Luxembourg/ Antigua & Barbuda	Port of Hamburg	Collision

### Investigations ongoing at 31 December 2011

	Report No.	Date of accident	Name of vessel	Type of vessel	Nationality	Scene of accident	Type of accident
1	230/09	27/06/2009	Renate Schulte/* Marti Princess	Container vessel/ General cargo vessel	Germany/ Malta	Turkish waters	Collision
2	301/09	04/08/2009	Ece Nur K.	Chemical tanker	Turkey	Bützfleth	Personal accident
3	457/09	19/10/2009	Noormann/ Pontoon HH2016	Tug boat/ Work pontoon	Germany/ Germany	Bodden waters off Rügen	Capsize
4	140/10	18/04/2010	Sonoro/ Süllberg	Mini-bulker Tanker	Gibraltar/ Gibraltar	Kiel Canal	Contact with the embankment
5	146/10	29/01/2010	Sophie Scholl	Fishing Vessel	Germany	Glowe, Baltic Sea	Foundering
6	413/10	21/09/2010	Waterway	Suction dredger	Cyprus	Port of Emden	Personal accident
7	415/10	22/09/2010	Thule	General cargo vessel	Germany	Port of Naantali, Finland	Personal accident
8	445/10	09/10/2010	Lisco Gloria	Ro-ro passenger vessel	Lithuania	NW of Fehmarn	Fire
9	515/10	19/11/2010	Mecklenburg-Vorpommern	Ro-ro passenger vessel	Germany	Port of Rostock	Fire
10	523/10	28/11/2010	National Glory/ Malaga	Container vessel/ General cargo vessel	U.S./ St. Vincent & Grenadines	Kiel Canal, km 95.5	Collision
11	550/10	11/12/2010	Christopher/ Clipper Miki	Container vessel/ Chemical tanker	Antigua & Barbuda/ Bahamas	Kiel Canal, km 70	Collision
12	555/10	16/12/2010	Grande Nigeria/ Victoria	Car carrier/ Passenger vessel	Italy/ Germany	Port of Hamburg	Collision
13	570/10	22/12/2010	La Spezia	Container vessel	Germany	Port of Gioia Touro, Italy	Personal accident
14	010/11	07/01/2011	Frisia II	Ferry	Germany	Norddeich	Personal accident
15	102/11	05/04/2011	Zapadnyy/ Rhonestern	Tanker/ Chemical tanker	Belize Isle of Man	Weser	Collision
16	117/11	14/04/2011	Tyumen-2/ OOCL Finland/ OOCL Finland/	General cargo vessel/ Container vessel	Russia/ Germany	Kiel Canal, km 32	Collision
17	143/11	30/04/2011	Special One	Sailing yacht	Germany	Burg, Fehmarn	Personal accident
18	250/11	21/06/2011	CSAV Petorce/ CCNI Rimac	Container vessel/ Container vessel	Liberia/ Germany	Yellow Sea – Yanhan	Collision
19	301/11	28/07/2011	Seute Deern	Sailing boat	Germany	Off Bornholm	Personal accident
20	325/11	29/06/2011	Amphritrite	Traditional vessel	Germany	Baltic Sea, Little Belt	Ground contact
21	326/11	07/08/2011	Seewind/ Surfer	Motorised yacht/ Surfer	Germany/ ---	Lübeck Bay	Personal accident
22	365/11	11/08/2011	Carola/ Galan	Traditional vessel/ General cargo vessel	Germany/ St. Kitts & Nevis	Dahmeshöved	Collision
23	442/11	28/09/2011	Taucher O. Wulf 5	Tug boat	Germany	Cuxhaven	Personal accident
24	450/11	16/09/2011	Fiducia	Container vessel	Germany	Cebu, Philippines	Ground contact
25	453/11	19/10/2011	Hafina Seaways	Ro-ro cargo	Great Britain	N of Spiekeroog	Fire
26	460/11	23/10/2011	Hecht VI/ Saparua	Pleasure craft/ Pleasure craft	Germany/ Germany	Elbe, B. 115	Ground contact
27	478/11	02/11/2011	Carat/ Max + tow	Container vessel/ Tug and tow	Antigua & Barbuda/ Germany	Port of Hamburg	Collision
28	485/11	09/11/2011	Kovera/ Ida	General cargo vessel/ General cargo vessel	Panama/ Cyprus	Ship owner Kiel-Holtenau	Collision

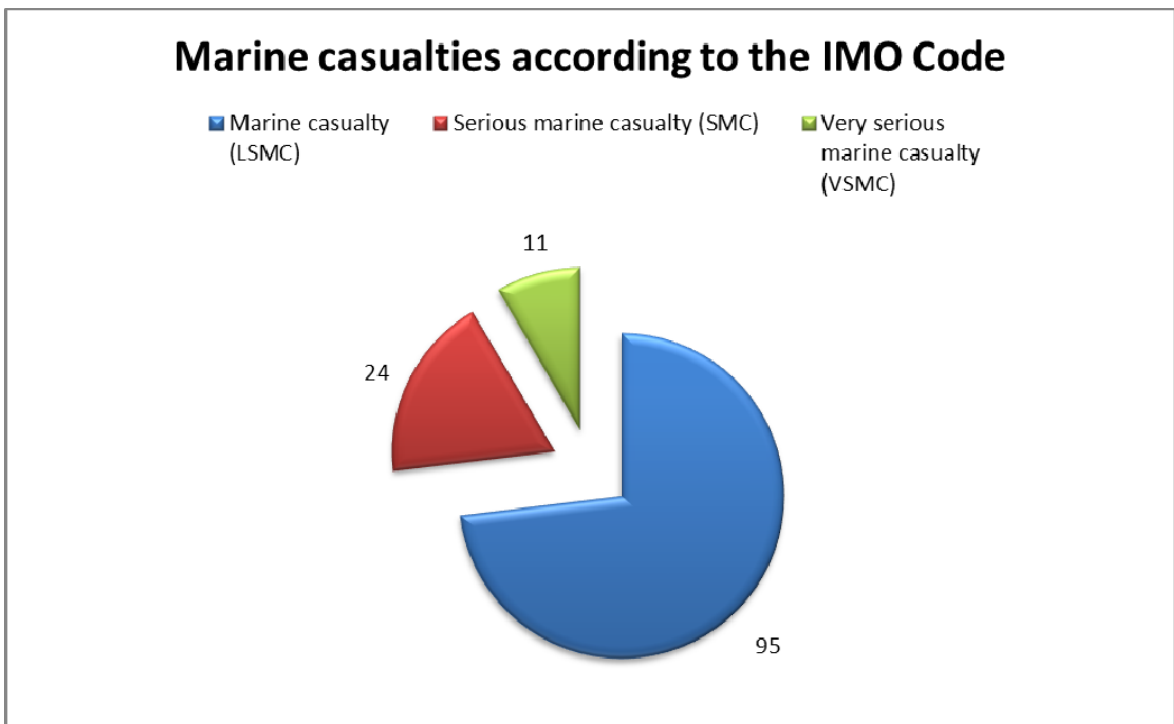
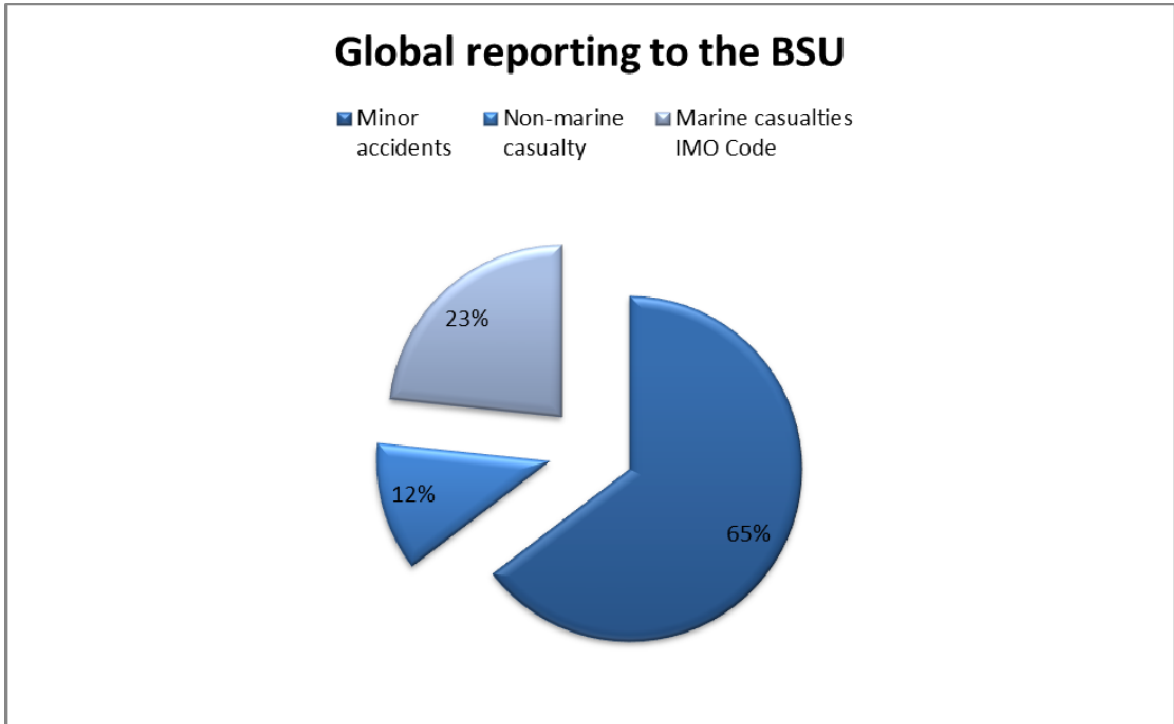
29	487/11	06/11/2011	Kösterberg/ CMA CGM Jamaica	Tanker/ Container vessel	Gibraltar Cyprus	Port of Hamburg	Collision
30	497/11	14/11/2011	Elbtank Italy	Chemical tanker	Liberia	Kiel Canal	Collision
31	503/11	19/11/2011	Cosco Harmony/ Altenwerder	Container vessel/ Inland waterway passenger vessel	Hong Kong/ Germany	Port of Hamburg	Collision
32	507/11	22/11/2011	MOL Efficiency/ Splittnes	Container vessel/ Bulk carrier	Panama/ Antigua & Barbuda	Weser buoy 53	Collision
33	537/11	18/12/2011	Johanna/ Westund	Container vessel/ Tug boat	Great Britain/ Denmark	Baltic Sea (EEZ) Kadet Trench	Collision

\* Investigation by the flag State in collaboration with the BSU

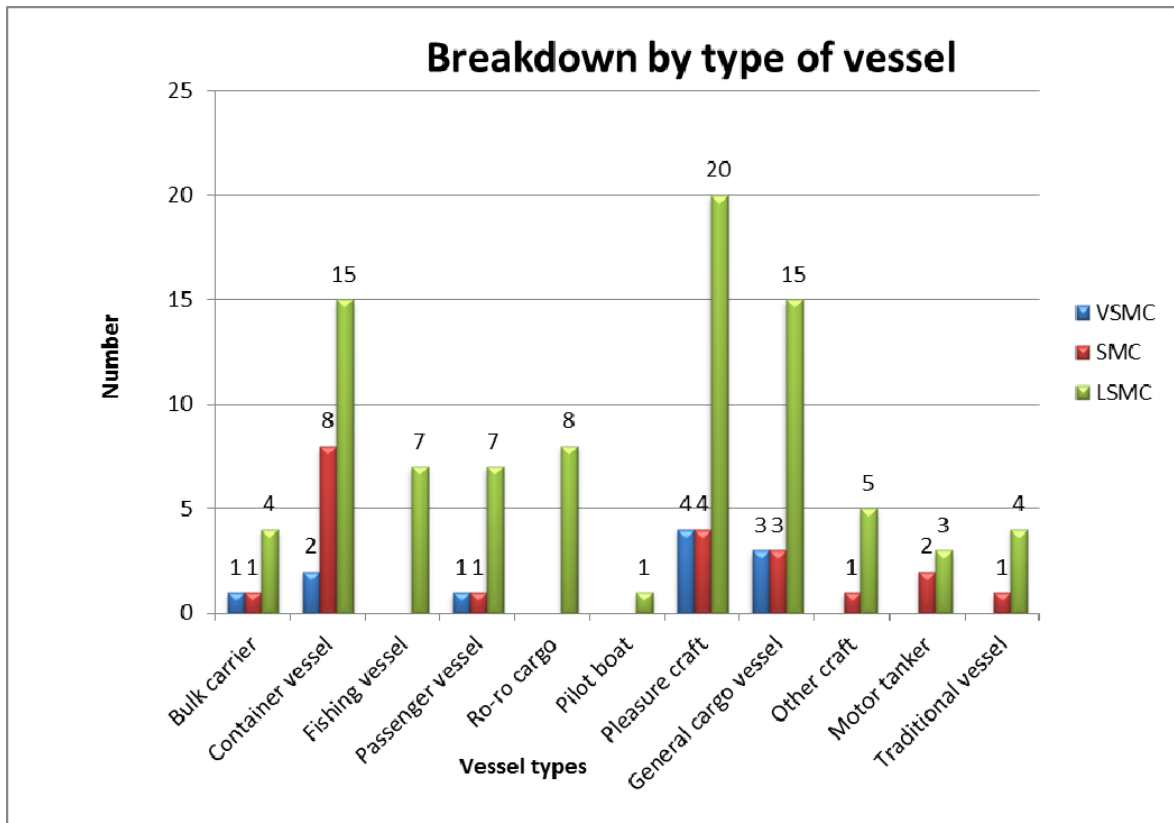
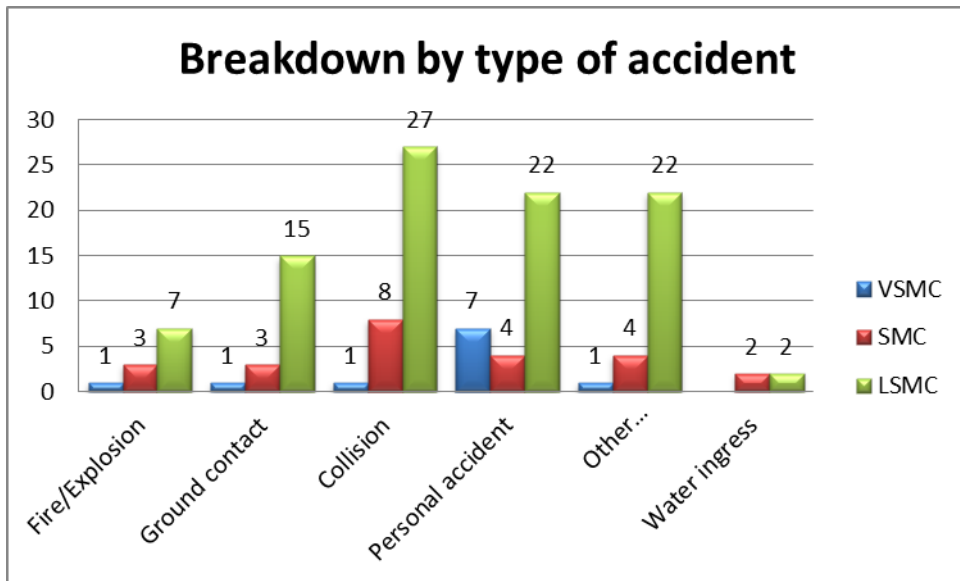
### Investigations ongoing at 31 December 2011, published between January and April 2012

	Published	Report No.	Date of accident	Name of vessel	Type of vessel	Nationality	Scene of accident	Type of accident
1	16/01/2011	140/10	18/04/2010	Sonoro/ Süllberg	Mini-bulker Tanker	Gibraltar/ Gibraltar	Kiel Canal	Contact with the embankment
2	01/02/2012	445/10	09/10/2010	Lisco Gloria	Ro-ro passenger vessel	Lithuania	NW of Fehmarn	Fire
3	15/02/2012	550/10	11/12/2010	Christopher/ Clipper Miki	Container vessel/ Chemical tanker	Antigua & Barbuda/ Bahamas	Kiel Canal, km 70	Collision
4	01/03/2012	301/09	04/08/2009	Ece Nur K.	Chemical tanker	Turkey	Bützfleth	Personal accident
5	15/03/2012	413/10	21/09/2010	Waterway	Suction dredger	Cyprus	Port of Emden	Personal accident
6	01/04/2012	415/10	22/09/2010	Thule	General cargo vessel	Germany	Port of Naantali, Finland	Personal accident
7	15/04/2012	325/11	29/06/2011	Amphitrite	Three-masted gaff-rigged schooner	Germany	Little Belt	Ground contact

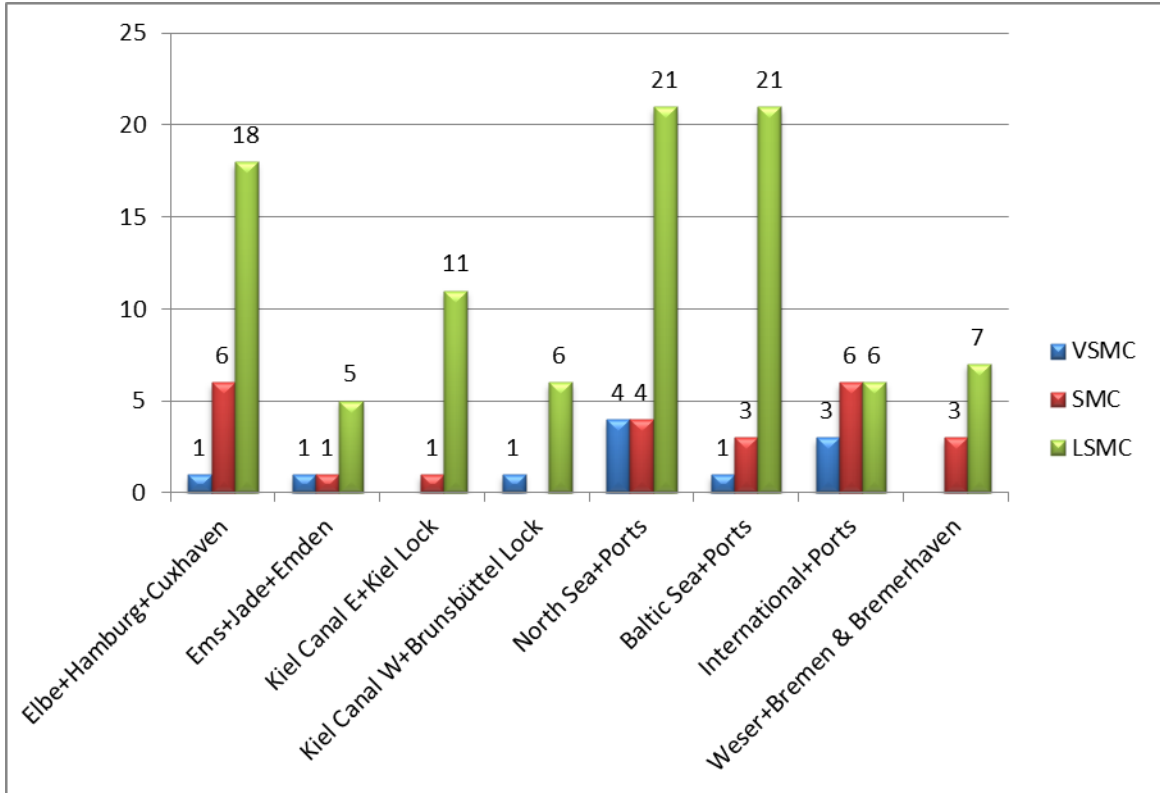
**Global reporting and marine casualties reported in 2011**



**Breakdown of marine casualties by type of accident and vessel**



**Breakdown of marine casualties by sea area**





**Breakdown of marine casualties by cause of death and injuries**

