



**Bundesstelle für Seeunfalluntersuchung**  
**Federal Bureau of Maritime Casualty Investigation**  
Federal Higher Authority subordinated to the Ministry of Transport  
and Digital Infrastructure

# 2014 Annual Report



July 2015

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## Foreword

Nowadays, going to sea is not romantic. The time ships spend in port is short and shore leave is a rare occurrence. This has something to do with a crew's wide variety of tasks, as well as the restrictions that are now in place; those arising from counter-terrorism rules (ISPS Code) adopted in the wake of the terrorist attacks of 11 September 2001, for example. But above all, the business of seafaring remains dangerous even today.

This was seen once again in 2014. Apart from many injuries, the lives of nine people were lost in the area of responsibility of the Federal Bureau of Maritime Casualty Investigation (BSU) alone. Beyond that, the fire on the roll-on/roll-off ferry NORMAN ATLANTIC during her passage from Igoumenitsa in Greece to Ancona in Italy at the end of December 2014 resulted in three fatalities from Germany.

The cover picture, which shows the entry to the hold of the cargo ship SUNTIS, is an indication of just how ordinary and yet tragic a dangerous situation may arise on a cargo ship. In spite of several notices stating that entering the cargo hold was strictly forbidden unless safety was explicitly determined beforehand, three seamen went into the hold one after the other. After they were recovered, it was only possible to confirm the death of each individual. The corresponding investigation report has now been published.

The level of media interest in the work of the BSU in 2014 was unprecedented, especially in the first six months. The press is displaying increased interest in both current accidents and in the publication of reports on those that are particularly dramatic. Only the trade press usually pay attention to 'normal'

accidents, i.e. those involving cargo ships. The situation is entirely different when passenger ships are involved, especially cruise ships or ferries. Examples are the accidents involving the cruise ship COSTA CONCORDIA, the ferry NORMAN ATLANTIC, and the island ferry ADLER EXPRESS. Despite the fact that the BSU played no role in the disaster involving the Korean ferry SEWOL in April 2014, even that resulted in numerous interview requests. Regardless of the additional burden, we make every effort to respond to all inquiries promptly, as questions of ship safety cannot reach the public at large without press coverage.

It is quite likely that some people ask themselves why it takes so long until a report is published in certain cases. The fact is that we at the BSU place huge importance on the quality of every report and the ensuing safety recommendations. With that in mind, every conceivable aspect of a case is considered where possible, which involves lengthy consultations with such entities as foreign investigative bodies, experts, administrative bodies, lawyers, and other institutions. Consequently, the response to our reports is usually very positive and demonstrates the appreciation shown in our work.

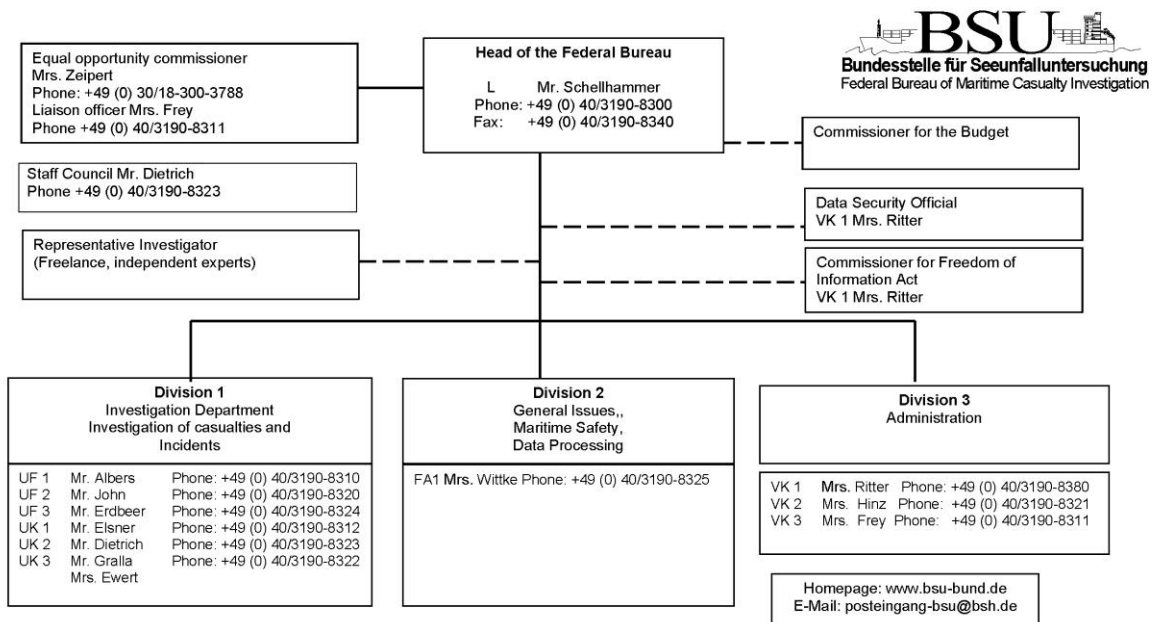
Volker Schellhammer

## Structure of the BSU

The BSU is a federal higher authority based in Hamburg and currently staffed by 11 people. It has a single-level administrative structure and is under the direct supervision of Department WS 22 of the Federal Ministry of Transport and Digital Infrastructure.

Necessary decisions are made quickly and independently by the BSU's director. 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.

### BSU organisational chart



UF = Lead Investigator  
 UK = Investigator

FA = Basic Issues  
 VK = Administrator

Outside office hours

Mobile II – On-call service: +49 (0) 170-5865675

Information as of 01/2015

## The foundation for our activities

The German Maritime Safety Investigation Law (SUG) forms the foundation for the activities of the BSU.

It defines the responsibility of the BSU for investigating marine casualties

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

Next to the actual investigative work, the BSU plays a role in improving maritime safety with a focus on preventing marine casualties by

- keeping and analysing statistics;
- publishing information on marine casualties;
- forwarding marine casualty data to the European EMCIP (European Marine Casualty Information Platform) database, as well as to the IMO database, GISIS (Global Integrated Shipping Information System), and
- participating in seminars.

The 'new' SUG has been in force since 1 December 2011 and transposes the requirements 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. Material changes since then include

- the basic obligation to investigate every very serious marine casualty (VSMC) on or involving seagoing ships, and to conduct at least a preliminary investigation for any serious marine casualty (SMC);
- the removal of cross-references to sections in the Aviation Accident Investigation Law (FIUUG) previously contained in the SUG;
- the reduction of the deadline for submitting comments on draft reports of the BSU to 30 days from 60 days previously, and
- the obligation of the addressees of a safety recommendation to report to the BSU any action planned or already taken to implement the safety recommendation.

The rule under which the BSU must now publish the final investigation report within 12 months of a marine casualty occurring is also of particular importance. In complex cases, such as that of the MSC FLAMINIA and the ATLANTIC CARTIER, this is virtually impossible even if a large percentage of the resources available for this are pooled. Moreover, this has implications insofar as other accidents may need to be postponed. An interim investigation report must be prepared if the one-year limit cannot be adhered to. Essentially, this contains the facts and current level of progress.

The BSU is not or no longer responsible for marine casualties involving only

1. ships of war, troop ships and other ships owned or operated by Germany's federal or state governments and used only on government non-commercial service;
2. ships not propelled by mechanical means, wooden ships of primitive build, pleasure yachts and pleasure craft not engaged in trade, unless they have prescribed manning and carry more than 12 passengers;
3. fishing vessels with a length of less than 15 metres, and
4. fixed offshore drilling units.

In practice, this is of particular significance insofar as privately used pleasure yachts are now no longer subject to the SUG (unlike those used commercially). Therefore, the BSU has no legal mandate to investigate accidents involving pleasure yachts. It is only possible for the BSU to investigate accidents involving pleasure yachts in (rare) exceptions and even then only when an accident occurs in waters within the jurisdiction of Germany or in the German Exclusive Economic Zone.

## **Main investigations**

In 2014, 15 investigations were closed with an investigation report, including the very complex case of the MSC FLAMINIA on which fire broke out in the Atlantic in July 2012.

The review of the VSMC involving the COSTA CONCORDIA has proven extremely laborious. After BSU staff visited Italy several times at the beginning of 2014 and the survey of the wreck off the island of Giglio, a spectacular relocation exercise in the summer of 2014 saw the distressed ship being towed to Genoa, where she is to be permanently dismantled. A final survey by Italian, American, and German investigators was planned beforehand to assess any other possible findings. Regrettably it has not been possible to carry out another survey of the ship to date. It is unfortunate that the latest news from Italy indicates that such a survey will not be permitted in the future, either. Accordingly, there is good reason to believe that the completion of the investigation will be rather unsatisfactory.

The middle of May 2014 saw a remarkable accumulation of accidents involving physical injury. To begin with, the Russian master of the Gibraltar-flagged MV NORDERSAND fell into an eight-metre deep hatch on his ship during loading operations at Bremerhaven's Kaiserhafen on 17 May and suffered severe injuries.

A boiler explosion on the Taiwanese container ship YM UNIFORMITY was reported one day later. This happened on the Outer Elbe and resulted in a Taiwanese seaman suffering severe burns.

A few days later, on 20 May, there was a weak explosion in the heating vessel of the shrimp boiler on the German shrimp boat KLAUS GROTH, which resulted in two German seamen suffering severe burns.

On 21 May, there was a serious incident involving a rigid inflatable boat (RIB) on the Elbe, which resulted in five people suffering serious bone fractures.

A very serious accident involving people on board the German cargo ship SUNTIS then occurred in the English port of Goole during discharge operations on the morning of 26 May. This claimed the lives of two seamen from the Philippines and one from Germany due to lack of oxygen in one of the ship's cargo holds.

The dramatic collision involving the MV ADLER EXPRESS then occurred on 4 June in the port of Wittdün, Amrum, which resulted in dozens of casualties, some with serious injuries. The cause was a technical fault.

Apart from the three seamen who lost their lives during the accident on the SUNTIS, there was another five accidents with a total of six fatalities.

Compared with 2013, there were considerably more VSMCs in 2014, especially with fatalities.

We aim to provide below various facts about the most important cases or those that attracted the most public attention in 2014.

Collision between the MV WILSON FEDJE and the inland motor vessel JADE in the port of Hamburg

At 0802 on 5 March 2014, a collision occurred between the MV WILSON FEDJE (Barbados flag), which was sailing under pilotage towards the port of Hamburg, and the westbound German inland motor vessel JADE in heavy fog on the River Elbe level with the pilot station.

The JADE was heavily damaged in the process and a controlled grounding on the Elbe's northern bank was the only means of preventing her from foundering.

The WILSON FEDJE was only slightly damaged and able to continue her voyage towards Hamburg unassisted.



The grounded inland waterway vessel JADE

VSMC involving the MV SUNTIS

At about 0645 on 26 May 2014, three crew members were found unconscious on board the MV SUNTIS in the port of Goole, UK, in the tween deck in the area of the cargo hold access hatch. The crew members were recovered but did not survive despite rigorous attempts at resuscitation.



Entry to the dangerous cargo hold



Marine casualty involving the passenger ship ADLER EXPRESS

On 4 June 2014, the MV ADLER EXPRESS collided with the pier during a berthing manoeuvre in the port of Wittdün, Amrum. The ship's bow section was heavily damaged above the waterline in the process. Six people sustained serious injuries and 43 minor injuries.



Damaged passenger ship ADLER EXPRESS

VSMC involving the fishing vessel ANDREA

At 1242 on 16 August 2014, Waterway Police (WSP) Kiel reported by phone the loss of the fishing vessel ANDREA in Hohwacht Bay in the vicinity of the entrance to the port of Lippe. The fisherman (owner) and his son were on board at the time of the accident. While it was possible to rescue the owner, his son was initially reported missing. He was later found dead.



Salvage of the fishing vessel ANDREA

SMC involving the tug and tow BÖSCH/PONTOON 1

On 13 August 2014, the PONTON 1, towed by the tug BÖSCH, was holed at a position north of Darßer Ort, capsized, and then foundered. Nobody was injured and there was no environmental pollution. The pontoon was later salvaged.



The foundering pontoon



Salvage of the foundered pontoon

VSMC involving the roll-on/roll-off ferry NORMAN ATLANTIC

Early in the morning of 28 December 2014, a fire broke out on the roll-on/roll-off passenger ship NORMAN ATLANTIC, presumably on one of her decks, as she was sailing from the Greek Igoumenitsa to Ancona. There were about 500 people on board, including a number of stowaways. Control of the fire was quickly lost and support personnel rushed to assist along with various ships in the vicinity. Severe weather impeded the rescue operation considerably. It is likely that the accident claimed the lives of more than 20 people.

The BSU is investigating the accident together with Italy's marine casualty investigation authority, which leads the investigation, and colleagues from Greece, as one fatality was a German national and two others resided in Germany permanently.



The burnt out ferry in the port of Brindisi

## Safety recommendations

In line with the IMO Code for the Investigation of Marine Casualties, the work of marine casualty investigation authorities is defined as 'safety investigation' in EU Directive 2009/18 and correspondingly in the 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 safety recommendations are 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.

One or more safety recommendation(s) are not issued for every investigation report. This can have various reasons, e.g. that no specific deficits were evident. Recommendations that are too general in nature should be avoided. In 2014, the BSU issued 36 safety recommendations in ten final reports. Safety recommendations were dispensed with in two other cases because the owners had already taken appropriate measures before the report was published.

The recommendations issued in 2014 were addressed to

- owners and ship management 14
- administrative bodies<sup>1</sup> 14
- ship's commands 6
- pilots 2

As the name implies, a safety recommendation is not a binding statement but merely a recommendation to those bodies able to put appropriate measures into practice (Article 29(1) SUG). Nonetheless, Article 15 of EU Directive 2009/18 states that Member States shall ensure that safety recommendations are duly taken into account by the addressees and given an adequate follow-up. Article 29(5) SUG has transposed this requirement in that recipients of a safety recommendation notify the BSU of the appropriate action taken or planned within a reasonable period.

Therefore, the addressees have an obligation to notify the BSU of action taken. However, there is no legal obligation to take any action at all.

Nevertheless, of the 36 safety recommendations issued, 22 were accepted by the recipients in full, one was not accepted, and an answer to the remaining 13 had not (yet) been given as of the end of April 2015.

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<sup>1</sup> Administrative bodies here refers to the Federal Ministry of Transport and Digital Infrastructure (BMVI) and its subordinated agencies, the EU Commission, as well as administrative bodies from other countries. Recommendations to the IMO are also included here, as corresponding initiatives of Germany are always made through the BMVI.

## **Publications**

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

The BSU's discretion to investigate or not investigate marine casualties is more restricted than hitherto by the EU Directive on marine casualty investigation and its transposition into national law. For example, any VSMC reported within the BSU's area of responsibility must be investigated and any SMC at least evaluated in the course of a preliminary investigation. Deviations from this principle must be justified to the European Maritime Safety Agency (EMSA), which the European Commission has appointed for that purpose. When deciding whether to investigate a SMC by means of only a preliminary investigation, consideration must be given, in particular, to the severity of the accident, the type of ships 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 closed 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 closed 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.

The BSU's investigation reports follow a certain pattern, which is also provided by Directive 2009/18/EC. In addition to the required indication of the purpose of the safety investigation, notably, the prevention of future accidents and malfunctions, but not the determination of blame, liability, or claims, each report contains

- a summary of the accident;
- factual information, in particular, ship and voyage particulars;
- a detailed account of the course of the accident and investigation;
- an analysis of the investigation;
- ensuing conclusions, and
- as a rule, safety recommendations.

The publication of so-called interim investigation reports is also required if it is not possible to prepare a final report within one year of the date of an accident.

## **International**

The need for international co-operation in the field of marine casualty investigation is emphasised more and more – not least by the IMO Code and EU Directive 2009/18. During any investigation, the staff 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 EMSA, which has its headquarters in Lisbon.

Since Directive 2009/18/EC came into force, co-operation 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 co-operation (Permanent Co-operation Framework – PCF) has been created, within which the investigative bodies of the Member States are required to liaise on the modalities for co-operation. Apart from the actual investigative work, one of the tasks in relation to co-operation is to ensure that data are entered and maintained in EMCIP, the European database for marine casualties. Information about distressed ships 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 ships 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. Since the structure of the EMCIP database is very complex, this represents significant additional effort. It is unfortunate that the benefits that should result from this effort are not always visible.

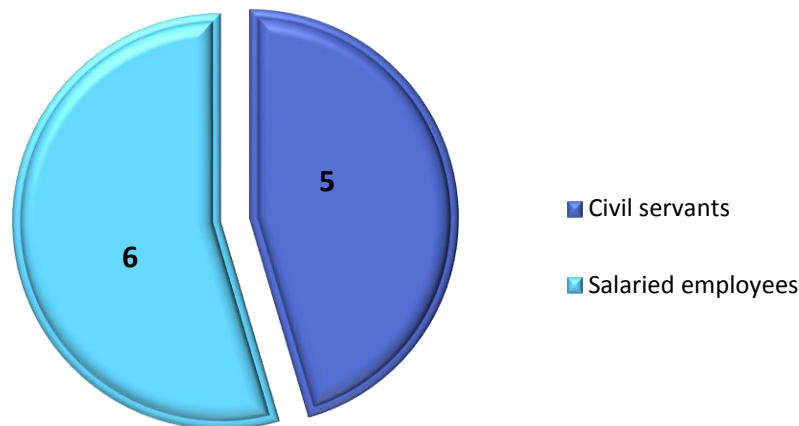
Globally, marine casualty data are also recorded in a database at the IMO (GISIS).

In 2014, co-operation was particularly close with the British Marine Accident Investigation Branch (MAIB), as well as colleagues from Panama, the Netherlands, and Italy in the cases of the SUNTIS, ARGENT EYEBRIGHT, ZANDER, and COSTA CONCORDIA respectively. Unfortunately, the enquiries of colleagues and local investigators in Italy are obstructed by the fact that marine casualty investigation is not regarded as a priority there. Rather, public prosecutors and courts have full power of disposal over all matters under investigation, ships especially, and witnesses. It is precisely such difficulties that underline the importance of close international co-operation, however.

## Inside the BSU

The SUG forms the legal foundation for official marine casualty investigations and thus for the activities of the BSU. The BSU conducts its safety investigations independently; however, it must satisfy the legal requirements derived from EU Directive 2009/18/EC.

A core workforce of 11 staff members (five civil servants and six salaried employees) is available to complete the tasks associated with marine casualty investigation. In spite of this low staffing level, the occupational fields in the BSU are varied. For example, job profiles include that of the navigator, naval architect, lawyer, mechanical engineer, as well as commercial and typical administrative disciplines. In addition to being highly qualified, work at the BSU requires great enthusiasm, flexibility, and professionalism.



As can be seen from the organisational chart (page 4), the BSU is separated into three divisions.

### Division 1 (investigation teams)

The actual principal activity of the BSU, notably the investigation of marine casualties, is performed in Division 1. At full strength, six investigators are engaged in processing accidents and preparing accident reports.

In each case, an investigator is available 24 hours a day, seven days a week as part of the BSU's on-call service on the phone number below.

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

The investigators are the people who initiate or co-ordinate the necessary first measures as quickly as possible and who arrive at the scene of an accident should the need arise.



## **Division 2 (technology and IT)**

With only one staff member, Division 2 is the smallest of the three divisions of the BSU and provides the necessary support for the work of Division 1 in technical matters, such as securing and analysing technical recordings made on board ships and ashore.

The activities of Division 2 include overall management of the BSU's website (updating, organisation and maintenance), participation in special interest groups (Marine Casualty Database and Performance Standards for Voyage Data Recorder), creation of technical papers or concepts (procurement of new software and IT solutions), data backups, and analysis of accident data.

By far the largest part of its work is to secure, present, and analyse marine casualty data in the course of the maritime safety work. Marine casualty data can include video, photographic, and audio recordings, AIS data, as well as data from a voyage data recorder (VDR). Most of the data on marine casualties are delivered by the VDR (also known as the black box). A VDR is a shipboard recorder that collects data from every sensor on a ship, so that video, audio, and engine data are available for the analysis of a marine casualty provided that the data are actually backed up. It is regretful that this is not always the case in spite of existing statutory regulation (Article 5 SUG).

## **Division 3 (administration)**

Every administrative body needs a functioning administration. At the BSU, this is Division 3. Division 3 is staffed by three people, who in addition to tasks relating to personnel, budgeting, procurement, organisation, as well as data protection and occupational safety, also deal with registering initial notifications after an accident or incident, the publication of reports, the maintenance of national and international databases, incoming mail in general, maintaining the website, and sometimes the preparation of translations. Consequently, all the administrative tasks that apply in large administrative bodies have to be dealt with. However, they usually have entire organisational units with specialised personnel who deal with human resources, for example. Inevitably, things are different at the BSU, where extensive knowledge of all areas of administration is required to perform every task properly. This makes for interesting and diverse, but also very demanding work.

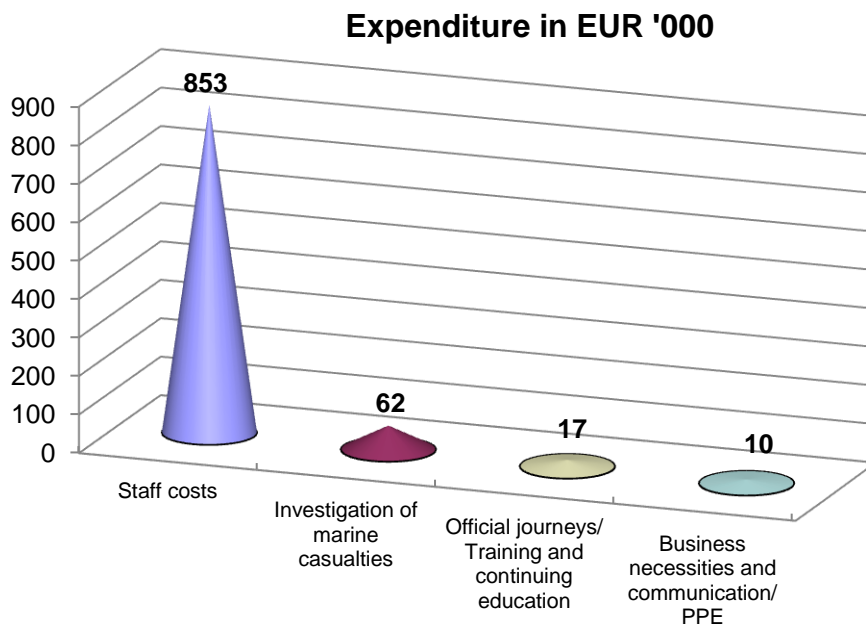
To illustrate the complexity of the administrative work, more than 200 decrees and requests were received in 2014 alone. These included the fields of occupational safety, hours of work and leave matters, health management, remuneration and pension law, civil service and collective bargaining law, data protection, E-Government and geo co-ordination, budget law, organisation of the administration, and procurement matters. Almost half of them had to be answered in the form of written reports to the BMVI. Moreover, a staff member of Division 3 attended continuing education seminars, workshops, and working group meetings relating to some of the above topics. In particular, the ratification of the E-Government Act and implementation of the guidelines for 'Digital Administration 2020' are becoming increasingly important in Division 3.

Data acquisition also accounts for a large share of the work. Regardless of whether a case is investigated or enquiries are discontinued, all incoming reports must be entered into EMSA's EMCIP database, as well as the BSU's own corresponding database without undue delay. In addition to the ship particulars, the circumstances and classification of the accident must be entered in the process.

Due to the partially different regulations in EU Directive 2009/18/EC and Germany's SUG, this duplication of input must continue. In this context, the many discussions between the local co-ordinators and EMSA are also extremely time-consuming. Some of the interpretations there are quite unconventional to say the least, especially as regards the classification of incidents (on which the scope of an investigation is based).

Division 3 is also responsible for organising the publication of finished reports or interim reports, safety recommendations, and press releases. This is sometimes done through the post but mainly by publication on the BSU's website ([www.bsu-bund.de](http://www.bsu-bund.de)). Before a report is published, parties involved in an accident are given the opportunity to comment on the provided draft of the report within a period of 30 days in accordance with Article 27(3) SUG. Reasoned material statements must be accounted for accordingly in the final report. Department 3 is also responsible for sending out such draft reports.

The BSU was allocated EUR 937,000, plus EUR 80,000 for a one-off allocation due to the federal government's provident fund, resulting in EUR 1,017,000 for management in the 2014 financial year. Some EUR 942,000 of the above was actually made use of (excluding expenditure incurred for IT because this is not managed by the BSU directly). At almost EUR 853,000, spending centred largely on the personnel budget. Just short of another EUR 62,000 was needed for spending associated with investigating marine casualties. Added to the above was some EUR 17,000 for official journeys (including training and continuing education) and EUR 10,000 for such items as business necessities, communication, and personal protective equipment (PPE).



BSU expenditure in 2014 (without IT expenditure)

## Events

Since the business of marine casualty investigation is international by its very nature, ideas and experience are exchanged vigorously at international level.

Regular international events attended by staff members of the BSU include

- the annual MAIIF conference, which is held at various locations around the world (Panama City in 2014);
- the annual EMAIIF conference, which is held at various locations around Europe (Rotterdam in 2014);
- the annual PCF conference at EMSA in Lisbon, Portugal;
- the EMCIP User Group's annual conference at EMSA in Lisbon, Portugal, and
- the annual session of the Third Subcommittee of the IMO in London, UK.

In addition to these regular events, staff members of the BSU attended various other external events in 2014, too. In most cases, BSU staff members did not just attend these events, they also gave various presentations. A total of 20 presentations were given in 2014, four at international level. Especially noteworthy in this context was the request of the prestigious Cranfield University in the United Kingdom. This involved the secondment of a local investigator to speak from the perspective of a professional at a course for future marine accident investigators.

Most of the national presentations were addressed to the key contacts of the BSU, namely the waterway police of the various German states, as well as the German Federal Police. Presentations were also given at events of such associations and institutions as the German Nautical Association, the Association of German Maritime Consultants and Surveyors, as well as the Hamburg Sailing Association.

The expertise of the BSU's staff is called on at most of the events referred to. On the other hand, there is also our continuing education requirements in a wide variety of areas. Staff of the BSU attended a total of 31 continuing education seminars in 2014. One focal point was continuing education in occupational safety and first aid; both areas being essential for the work of investigators, in particular. Other focal points included the prevention of corruption, public relations, and administrative work. The latter of those areas is changing constantly, not only in typical fields like personnel, budget, organisation, and procurement matters, but also in the area of information technology (notably, E-Government). Finally, the staff council and the liaison officer of the equal opportunities officers attended continuing education seminars in their fields of activity.

Unfortunately, virtually no continuing education is offered in the area of marine casualty investigation. With that in mind, we take advantage of courses offered by the EMSA, such as the basic training course for investigators or training in the use of VDR data, willingly. However, any courses that are more advanced in nature are only held in the United Kingdom and far exceed the local budget for continuing education due to the at times exorbitant cost. Consequently, the investigators are forced to rely largely on trade publications and experience gained in the course of investigations.

## Public relations

Both Article 14 of Directive 2009/18/EC and Article 28 SUG stipulate that investigation reports and safety recommendations be published. This is achieved through publication on the BSU's website and regular press releases. There is also a wider circle of interested parties to whom reports are sent regularly or on request. The effort associated with this is quite considerable.

However, reports on marine casualties are of little value when they are not made known to an interested audience. After all, the benefits of an investigation arise not only from revealing gaps or deficiencies in safety to those directly concerned, but rather to every individual who deals with ship safety. Apart from reviewing the case in question, an investigation report is also and actually chiefly about preventing similar accidents and the related shortcomings in the future – in emergency management, for example. It is quite obvious that this cannot be achieved without publication. Therefore, we do not view co-operation with the press as a necessary evil, but use it as a means of getting our message across.

Press interest in the reports of the BSU is usually rather subdued. Related articles appear regularly in the THB (Täglicher Hafenbericht), a journal that is widely read in the shipping industry and thus reaches an audience potentially interested in marine casualty reports.

Even if there is no or only material damage, media interest (albeit normally local) increases when an accident happens on the doorstep, as it were. A good example of this is the report on the grounding of the oil tanker KATJA on the Jade (No. 289/12 published on 18 November 2014). In this case, as well as in others such as the accident involving the PURPLE BEACH this year, media interest is greater because the marine environment was polluted or at least at risk of being polluted.

As a rule, fatal accidents involving merchant shipping like the tragic case on the SUNTIS (No. 140/14 published on 22 May 2015) or the explosion with ensuing fire on the container ship MSC FLAMINIA (No. 255/12 published on 28 February 2014) also receive special attention.

Finally, provided they are actually investigated, dramatic accidents involving pleasure yachts are addressed and commented on in trade publications, in particular.

Once passenger ferries or even cruise ships are involved, media interest rises significantly. The very mention to a journalist that two of the BSU's investigators were going to Italy to obtain an image of the capsized COSTA CONCORDIA at the scene resulted in a media onslaught that left us truly surprised – and the timing of that was more than two years after the actual accident. The publication of Report No. 19/12 on the grounding of the MV DEUTSCHLAND in the archipelago off southern Chile on 21 March 2014 was also met with great interest by many areas of the media, probably also in connection with the COSTA CONCORDIA accident.

As already mentioned, 2014 was an exceptional year in terms of media enquiries. In addition to five TV interviews, various radio interviews were also given, usually by phone. NDR was the principal taker, but also RTL, n-tv, Radio Hamburg, and Bayerischer Rundfunk wanted to speak with us. News and reports on the BSU featured widely in the print and online media, too, at times. There were more than 70 articles on the accident involving the SUNTIS, 48 on that of the ADLER EXPRESS, and more than 150 on the COSTA CONCORDIA alone in relation to the work of the BSU according to Google.

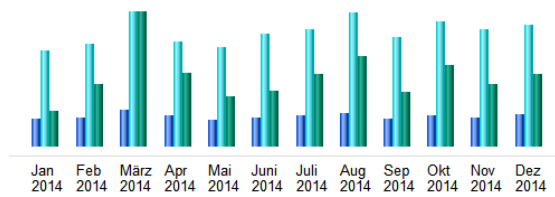
Press coverage was also considerable outside Germany, especially in the United Kingdom and Italy. This was mainly in connection with the SUNTIS and COSTA CONCORDIA. Finally, interviews and articles also appeared in trade and other publications, such as the 'Yacht', 'BUNTEN', and the popular science magazine 'Wissen & Staunen'.

Accordingly, 2014 was a successful year as regards the level of awareness of the BSU. The downside is that the media interest only exists when serious accidents have occurred, however. Inasmuch, we are quite happy to live with slightly less media coverage.

Amongst other things, the BSU's website offers visitors the opportunity to obtain information on the activities and structure of the BSU, the historical development of marine casualty investigation, as well as the legal foundation. Of even greater interest will certainly be that every accident report and safety recommendation published since the BSU was founded can be viewed on the website. This information is usually fully or for the most part accessible to people with disabilities.

And the development moves on: new requirements on the websites of public institutions of Germany's federal government, federal states and municipalities have resulted from the introduction of the Law on the promotion of electronic administration (E-Government-Gesetz – E-GovG) in July 2013 in conjunction with the Regulation on the creation of accessible information technology (in force since September 2011) pursuant to the Law on equal opportunities for people with disabilities (Barrierefreie-Informationstechnik-Verordnung – BITV 2.0). We started to adapt the BSU's website to account for those requirements for modern administration in 2014 and hope to present ourselves in a new outfit in the course of 2015. In addition to giving the entire website a new and user-friendly design, part of this is also extending the information provided to include sign language and so-called plain language.

As mentioned above, public interest in the accident reports of the BSU varies. This is clearly visible from the webpages opened and corresponding downloads. The below graph shows the number of pages and hits, as well as the volume of bytes downloaded.



Monat	Seiten	Zugriffe	Bytes
Jan 2014	65.057	225.934	27.24 GB
Feb 2014	68.728	238.317	48.13 GB
März 2014	86.583	312.917	104.39 GB
Apr 2014	70.065	245.330	56.96 GB
Mai 2014	60.028	230.021	38.45 GB
Juni 2014	68.281	262.993	43.03 GB
Juli 2014	70.666	272.174	56.44 GB
Aug 2014	79.208	311.608	70.60 GB
Sep 2014	64.926	256.348	42.82 GB
Okt 2014	70.344	291.297	62.83 GB
Nov 2014	66.909	273.047	47.77 GB
Dez 2014	75.548	282.192	55.78 GB
<b>Total</b>	<b>846.343</b>	<b>3.202.178</b>	<b>654.42 GB</b>

Viewed alone, this statistic has little meaning. It does show that there were some fluctuations at times over the course of the year, however.

The volume of page views, hits, and bytes in March was extremely high (the highest of the last four years). Interest was above average in August, too. This is probably due to the reports published in or immediately prior to those months. At 14,128 hits, the most sought after on the pages in German was actually the report on the accident involving the sailing yacht MERI TUULI published on 8 August 2014. Requested even more frequently was the report on the MSC FLAMINIA published on 28 February 2014, which generated 10,705 hits on the German website and an astounding 6,500 hits on the English.

A list of the accident reports most sought after in 2014 follows.

Top 10	File reference	Accident	Hits	Published on
1.	86/13	Fatal accident off the entrance to the port of Figueira da Foz in Portugal involving the training craft SY MERI TUULI on 10 April 2013.	14,128	08/08/2014
2.	255/12	Fire and explosion on board the MSC FLAMINIA on 14 July 2012 in the Atlantic, as well as subsequent events.	10,705	28/02/2014
3.	160/13	Water ingress on the traditional ship RAKEL on 21 June 2013 in the North Sea some 10 nm south of Heligoland.	8,165	25/02/2014
4.	255/12	Fire and explosion on board the MSC FLAMINIA on 14 July 2012 in the Atlantic and the ensuing events. <b>English version.</b>	6,500	28/02/2014
5.	117/11	Collision between the TYUMEN-2 and OOCL FINLAND on 14 April 2011 on the Kiel Canal.	4,935	27/06/2014
6.	265/13	Foundering of the sailing yacht FALADO VON RHODOS on 9 August 2013 off Iceland.	4,833	15/12/2014
7.		The National Transportation Safety Board (NTSB) published the report on the foundering of the wooden ship BOUNTY on 6 February 2014.	4,685	25/02/2014
8.	19/12	Grounding of the passenger ship DEUTSCHLAND in Chile near the Italia Glacier on 15 January 2012	4,483	21/03/2014
9.	143/11	Death of a crew member of the sailing yacht SPECIAL ONE on 30 April 2011 off Fehmarn. <b>Already published in 2012.</b>	4,342	30/04/2014
10.	291/13	Foundering of the motor yacht KROELLE after fire in the engine room north-west of Fehmarn on 8 August 2013.	3,679	01/09/2014

It is striking that only two of the nine accident reports listed here concern merchant ships in the strict sense. Three cases concern pleasure yachts, another three cases traditional ships or replicas, and one case a passenger ship. The above findings on media interest are also confirmed here. The audience interested finds cases involving recreational boating and passenger ships especially gripping. Accidents involving merchant shipping arouse interest only if they are very dramatic or tragic.

## Statistics

This statistics section requires a number of explanatory notes.

The amended version of 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 ship;
  - the disappearance of a person on board a ship caused by or in connection with the operation of a ship;
  - the loss, presumed loss or abandonment of a ship;
  - material damage to a ship;
  - the grounding or shipwreck of a ship or the involvement of a ship in a collision;
  - material damage caused by or in connection with the operation of a ship;
  - environmental pollution resulting from damage to one or more ships caused by or in connection with the operation of one or more ships, and
2. any event caused by or in connection with the operation of a ship that poses a risk to a ship or a person or the consequences of which could cause serious damage to a ship, 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 ship or an accident with substantial environmental pollution;

serious marine casualty (SMC):

marine casualty not classified as a VSMC, which includes but is not limited to

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

less serious marine casualty (LSMC):

any marine casualty not classified as a VSMC or SMC.

In this respect, there is broad consensus between the international rules of the IMO Code, the provisions of European legislation in Directive 2009/18/EC, and the national SUG that this does not apply to the term 'incident'. The SUG provides the following definition:

"Any event caused by or in connection with the operation of a ship that poses a risk to a ship or a person or the consequences of which could cause serious damage to a ship, an offshore structure or the environment."



The definition of 'incident' in the international rules is similar, but the wording is not identical. However, it is problematic in that an 'incident' is not the same as a marine casualty according to international rules, while the SUG deems it a subcategory of a marine casualty.

In particular, the aforementioned definitions are of significance because they apply throughout Europe and form the basis for the entries in the European marine casualty database, EMCIP, and for the IMO database, GISIS. Therefore, the international systems are applied for the statistics presented here.

Accidents or incidents involving only pleasure yachts or small fishing vessels are not recorded in Europe. Since there is still a requirement to report such accidents at national level, a national database is kept for this purpose.

Moreover, the law does not apply to inland waterway vessels, ships of war, troop ships and other ships owned or operated by Germany's federal or state governments and used only on government non-commercial service.

As a consequence of that, the BSU not only feeds the EMCIP and GISIS databases in accordance with international legislation, but also/additionally a (simplified) national database. Occasionally, this leads to friction and sometimes even inconsistencies in the statistics.

### **Global reporting and marine casualties reported in 2014**

The following table provides a summary and comparison of the events reported to the BSU in the years 2012 to 2014.

	<b>2012</b>	<b>2013</b>	<b>2014</b>
VSMC	3	2	6
SMC	8	16	20
LSMC	332	221	214
Incidents (I)	-	44	67
Other (marine) casualties (OC)	54	92	67
- of which pleasure yachts	42	73	49
Non-marine casualty (NC)	65	42	52
<b>Total number of reports</b>	<b>462</b>	<b>417</b>	<b>426</b>

After the introduction to the statistics, this table also requires an explanation. All incoming reports are recorded here.

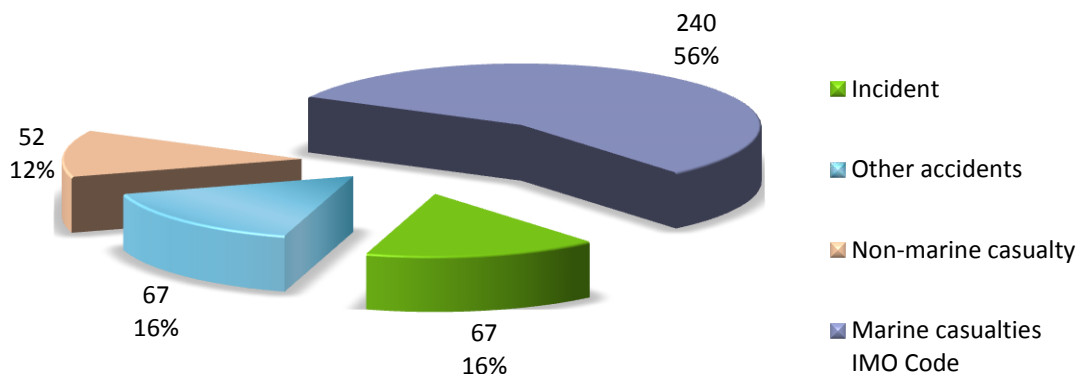
This table only shows those VSMCs, SMCs, LSMCs, and incidents according to international rules.

Incidents were reported separately for the first time in 2013. They were still reported as marine casualties in 2012 in accordance with the national rules in the SUG. The problem with regard to categorising incidents is that ultimately nothing has happened. In turn, this means that the tendency to report such incidents will be rather low, which will probably lead to a relatively high number of unreported cases. A typical incident would be a blackout; for example, an engine failure and emergency anchoring manoeuvre that does not lead to damage to a ship, environmental pollution or bodily harm.

Although OCs are marine casualties, they do not fall under the scope of the international or national rules. These primarily concern accidents that only involve pleasure yachts used for non-commercial reasons, as well as navy or other government ships.

The NC category encompasses any other report that does not concern a marine casualty, e.g. accidents involving vessels for inland navigation on inland waterways, or passengers on ferries or cruise ships and crew members in general falling ill.

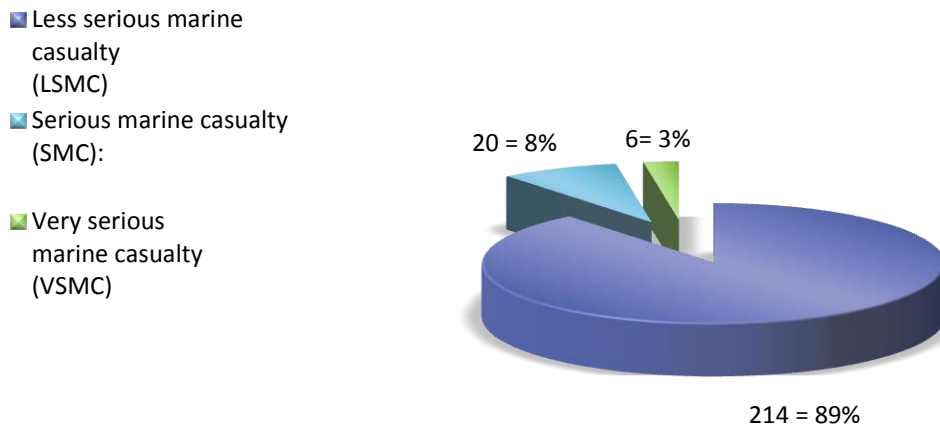
### Global reporting 2014



**Marine casualties in total**

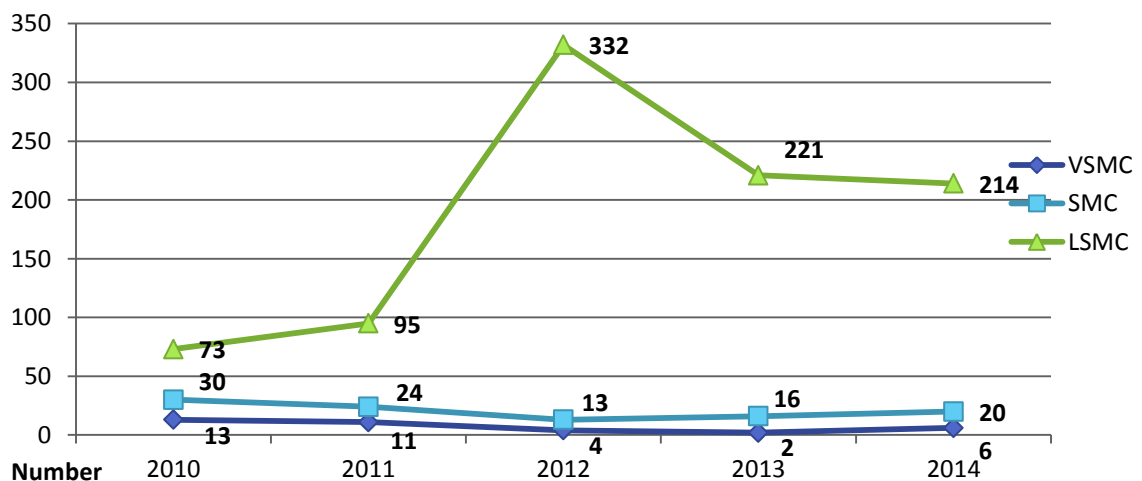
Of the 426 cases reported, 240 are classified as marine casualties and include six very serious and 20 serious accidents.

**Marine casualties according to the IMO Code**

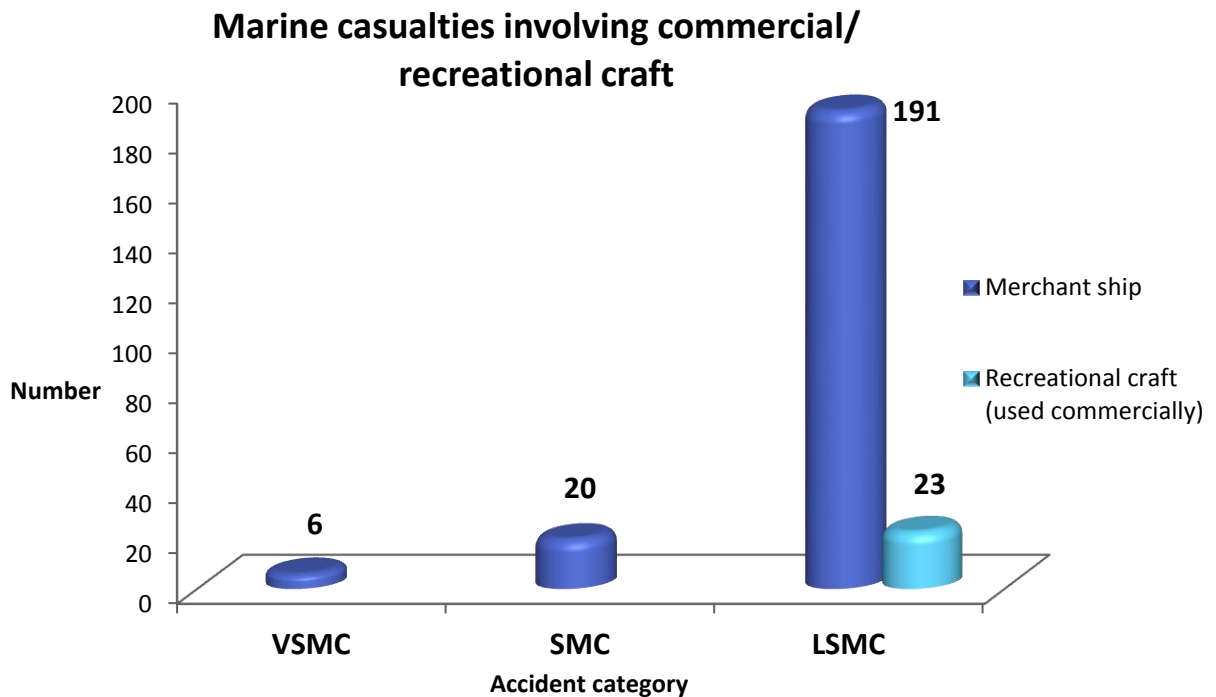


The following table provides a summary of the trend over the past five years, where it must be remembered that in 2012 the entire system was adapted to meet the rules that apply internationally. The stringent classification rules that now apply did not exist until then, meaning the discretion of the head of the agency was more important. The trend displayed is the result and shows that LSMCs increased significantly in 2012, while SMCs initially dropped but have seen a moderate increase in the last two years.

**Marine casualties reported to the BSU 2010 - 2014**



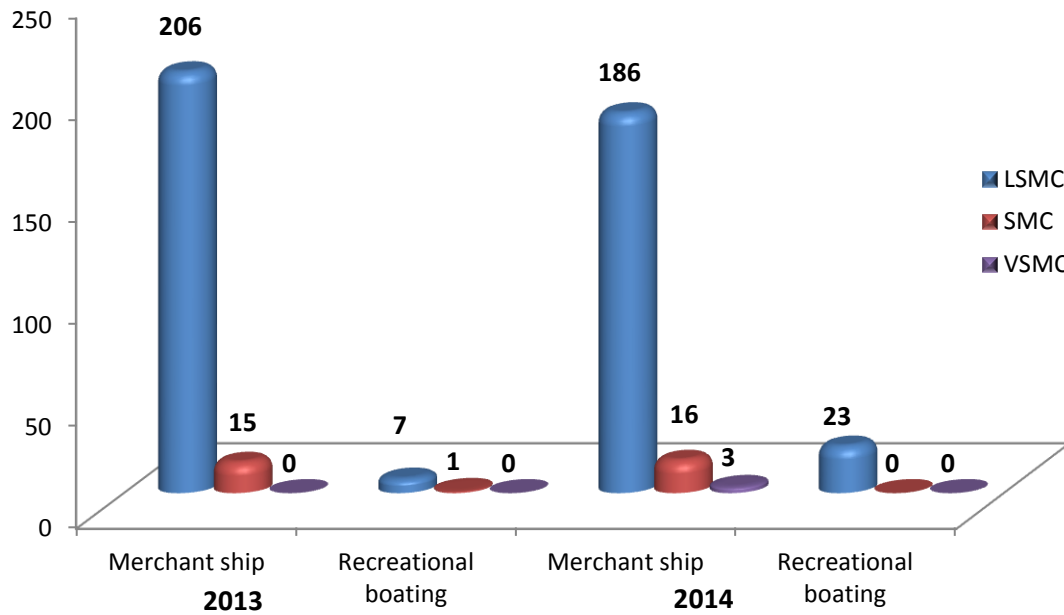
All the very serious and serious accidents have occurred in merchant shipping. Of the 214 LSMCs, 23 involved pleasure yachts used commercially or traditional ships not used for private reasons alone.



#### Marine casualties in German waters

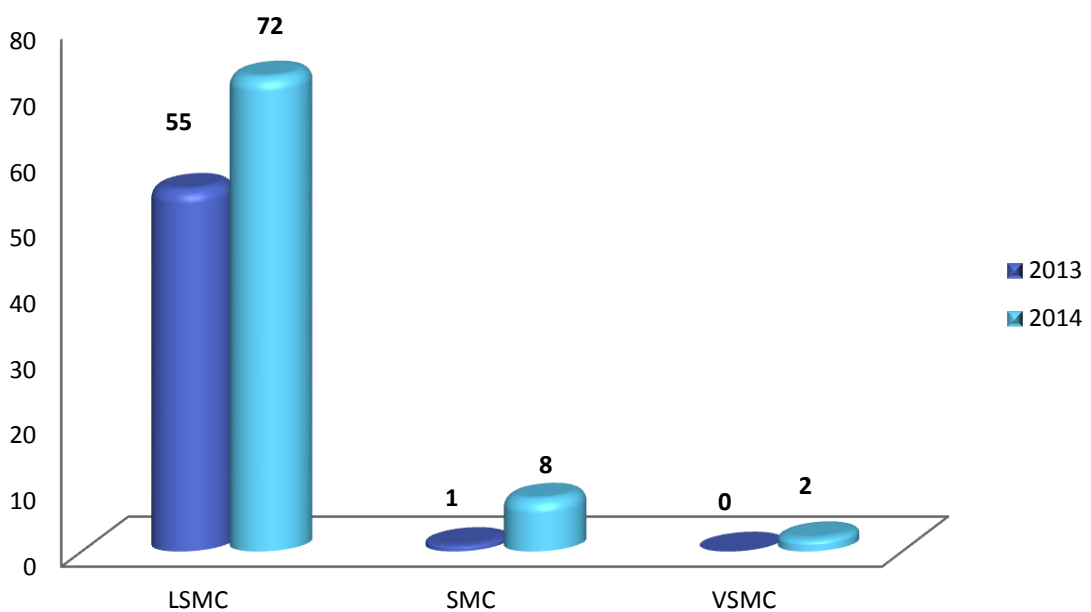
In 2014, 228 of the 240 marine casualties reported occurred in German waters. These consisted of 209 LSMCs, 16 SMCs, and three VSMCs. As compared to 2013, it follows that the number of SMCs and LSMCs has remained almost constant, while another three accidents involving fatally injured seamen occurred in 2014, none of which on a German-flagged ship, however.

### Marine casualties in German waters



### Marine casualties involving German ships

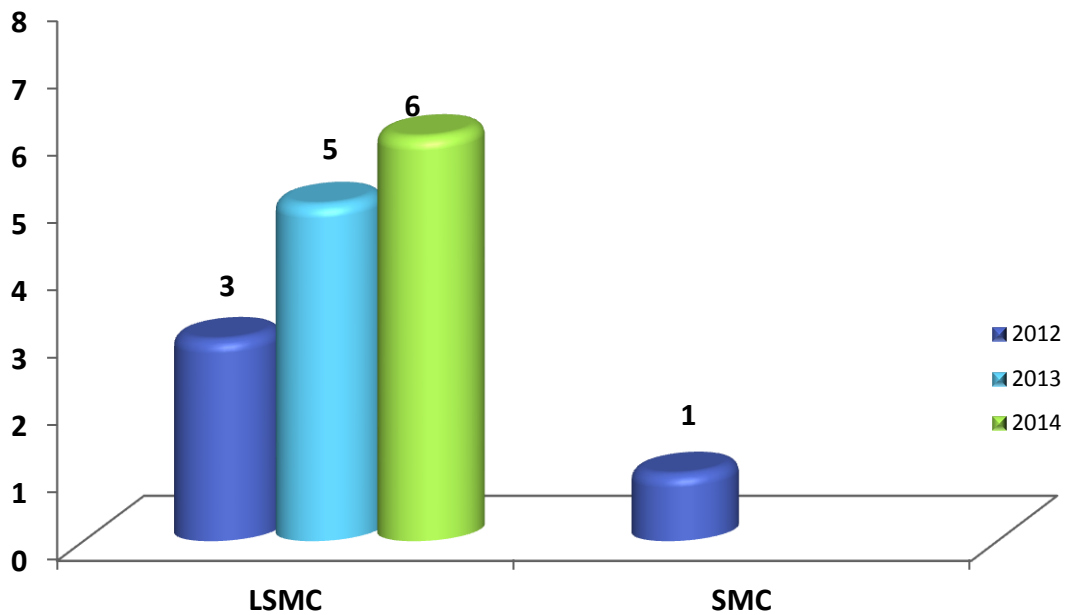
#### Marine casualties involving German ships



82 marine casualties occurred on board seagoing ships flying the German flag. These consisted of 72 LSMCs, eight SMCs, two VSMCs, and another six marine casualties on board fishing vessels (none of which was serious or very serious).

If we add up the number of accidents in German waters and under German flag, the figure arrived at in relation to SMCs and LSMCs it greater than that previously stated. This is because a number of accidents occurred in German waters and on German-flagged ships. Therefore, such cases were recorded in both categories.

### Marine casualties involving German seagoing fishing vessels



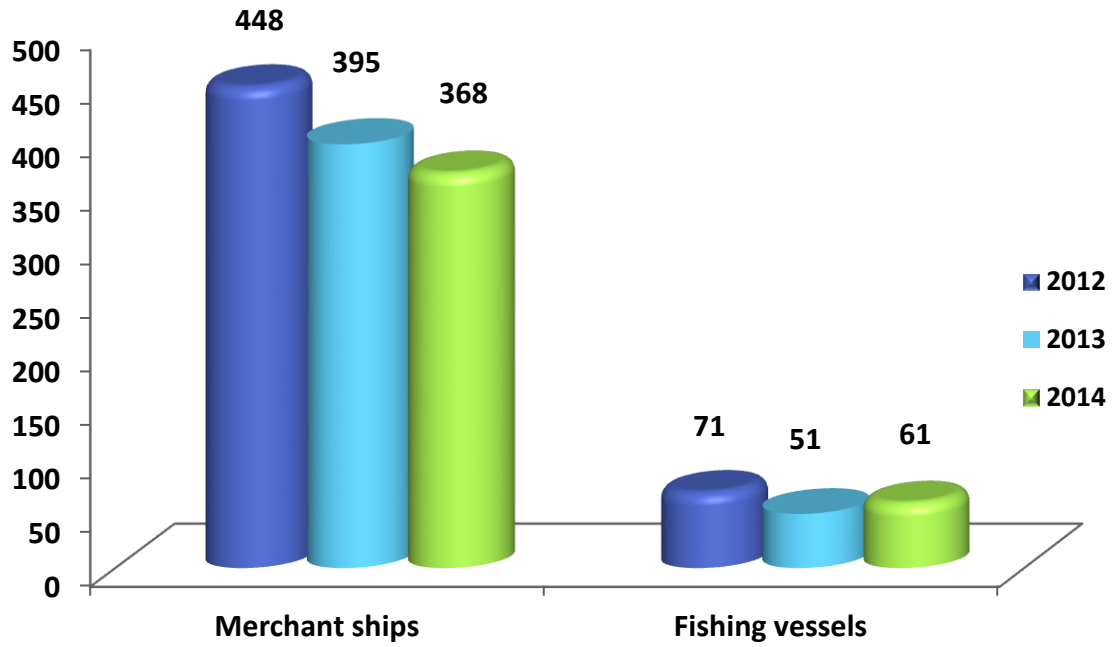
On 31 December 2014, there were 368 (2013: 395) merchant ships registered under German flag<sup>2</sup>. Accordingly, there was another drop compared to the previous year of about 7%.

By contrast, the fishing fleet grew nominally to 61 (2013: 51) seagoing fishing vessels<sup>3</sup>.

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

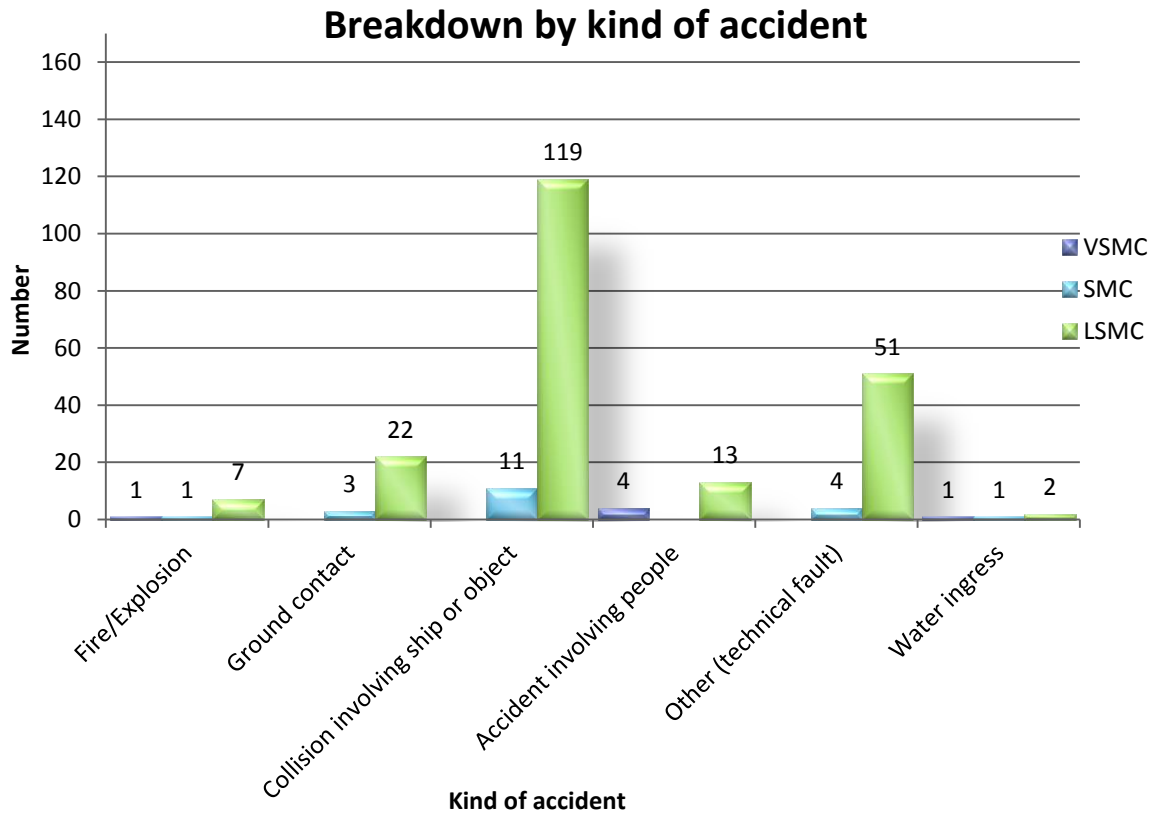
<sup>3</sup> Source: same as above

### Ships flying the German flag in 2012-2014



Source: Federal Maritime and Hydrographic Agency

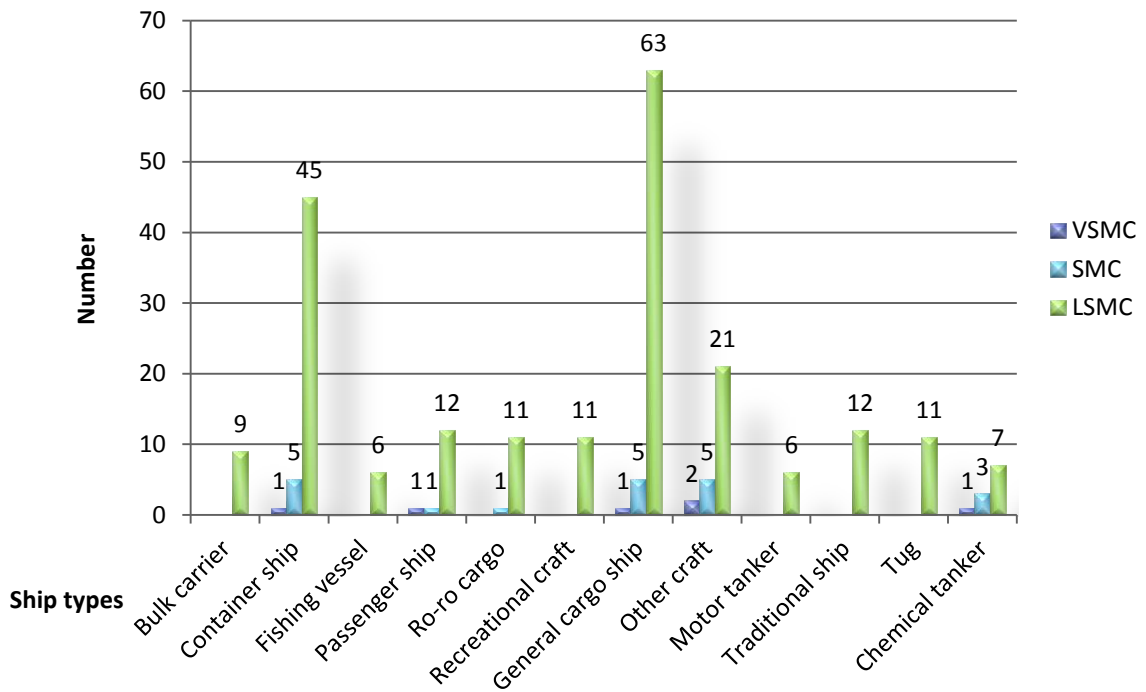
**Breakdown of marine casualties by the kind of accident and type of ship in 2014**



Kind of accident	VSMC	SMC	LSMC	Totals
Fire/Explosion	1	1	7	9
Ground contact		3	22	25
Collision involving ship or object		11	119	130
Accident involving people	4		13	17
Other (technical fault)		4	51	55
Water ingress	1	1	2	4
<b>Totals</b>	<b>6</b>	<b>20</b>	<b>214</b>	<b>240</b>



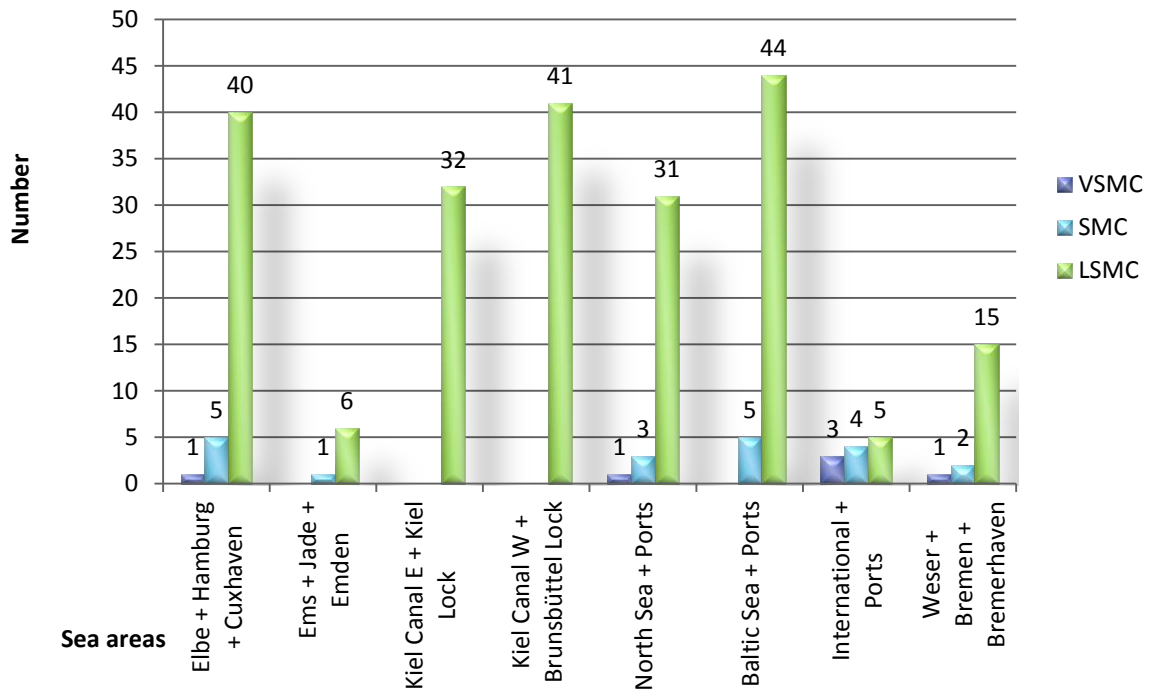
### Breakdown by type of ship



	VSMC	SMC	LSMC	Total
Bulk carrier			9	9
Container ship	1	5	45	51
Fishing vessel			6	6
Passenger ship	1	1	12	14
Ro-ro cargo		1	11	12
Recreational craft			11	11
General cargo ship	1	5	63	69
Other craft	2	5	21	28
Motor tanker			6	6
Traditional ship			12	12
Tug			11	11
Chemical tanker	1	3	7	11
	6	20	214	240

**Breakdown of marine casualties by sea area**

**Breakdown by sea areas**



Area of operation	VSMC	SMC	LSMC	Total
Elbe + Hamburg + Cuxhaven	1	5	40	46
Ems + Jade + Emden		1	6	7
Kiel Canal E + Kiel Lock			32	32
Kiel Canal W + Brunsbüttel Lock			41	41
North Sea + Ports	1	3	31	35
Baltic Sea + Ports		5	44	49
International + Ports	3	4	5	12
Weser + Bremen + Bremerhaven	1	2	15	18
Totals	6	20	214	240

Unlike last year, when merchant shipping did not suffer a single fatality, five VSMCs claimed the lives of eight people in 2014. There were three fatalities on the German-flagged *SUNTIS* alone, two during the foundering of the inland waterway vessel *ZANDER* north of Norderney. Three fatal accidents also occurred on the *MAERSK SURABAYA* (Germany), *SILVER PEGASUS* (Panama), and *WESTPORT* (Hong Kong). The accident at the end of the year involving the *NORMAN ATLANTIC*, which claimed the lives of three passengers from Germany, must not be forgotten, either. Another person died when the fishing vessel *ANDREA* foundered in Hohwacht Bay. Generally this accident does not fall within the BSU's area of responsibility, as it concerns a fishing vessel of significantly less than 15 m in length. However, the case is being investigated by way of exception because of the tragic outcome and obvious failings in safety.

Altogether, 104 (previous year: 58) people were injured as a result of 39 accidents in the merchant or recreational environment (previous year: 45).

Merchant shipping: 87 (40) injured people in 28 (32) reports  
Recreational boating: 17 (18) injured people in 11 (13) reports

The dramatic increase in the number of people injured is based solely on the accident involving the *ADLER EXPRESS* on 4 June 2014, in which 49 people were injured. A negative trend is not visible beyond that.

## Summary of investigations closed and ongoing

In 2014, 15 investigations were closed with the publication of an investigation report. They consisted of three from 2011, three from 2012, and nine from 2013. Another 14 investigations were closed with an internal report. They consisted of three from 2013 and 11 from 2014. Finally, five cases were handed over to other involved States, four of which to the competent flag State.

Four interim reports were also published.

Accordingly, 24 accidents were being processed at the end of 2014. Details are given in the following tables.

## Investigated marine casualties that were closed with an investigation report in 2014

	Published	Report no.	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	25/02/2014	160/13	21/06/2013	Rakel	Traditional ship	Germany	South of Heligoland	Water ingress
2	28/02/2014	255/12	14/07/2012	MSC Flaminia	Container ship	Germany	Atlantic	Fire/Explosion
3	21/03/2014	19/12	15/01/2012	Deutschland	Cruise ship	Germany	Ushuaia, Argentina	Ground contact
4	31/03/2014	250/11	21/06/2011	CSAV Petorca/ CCNI Rimac	Container ship/ Container ship	Liberia/ Germany	Yellow Sea – Yanhan	Collision
5	10/04/2014	94/13	18/04/2013	Norfolk Express	Cargo ship	Bermuda	Outer Weser, Bremerhaven	Ground contact
6	27/06/2014	117/11	14/04/2011	Tyumen-2/ OOCL Finland	General cargo vessel/ Container ship	Russia/ Germany	Kiel Canal, km 32	Collision
7	31/07/2014	417/13	07/05/2013	Conmar Avenue/Maersk Kalmar	Container ship/Container ship	Antigua & Barbuda/ Netherlands	Outer Weser	Collision
8	08/08/2014	86/13	11/04/2013	Meri Tuuli	Pleasure yacht (commercial)/ Police boat	Germany/Portugal	Figueira da Foz, Portugal	Capsize
9	01/09/2014	291/13	08/08/2013	Kroelle	Motor yacht	Germany	Fehmarn	Fire
10	25/09/2014	010/11	07/01/2011	Frisia II	Ferry	Germany	Norddeich	Accident involving people
11	02/10/2014	15/13	31/01/2013	Coral Ace/ Lisa Schulte	Bulker/ Container ship	Panama/ Cyprus	Neue Weser Reede (roadstead)	Collision
12	20/10/2014	342/13	05/11/2013	Roseburg	Cargo ship	Antigua & Barbuda	Kiel-Holtenau Reede (roadstead)	Near capsized
13	18/11/2014	289/12	14/08/2012	Katja	Tanker	Bahamas	Jade	Ground contact
14	01/12/2014	373/13	12/12/2013	Merweborg/ Caroline Russ	Cargo ship/Cargo ship	Dutch Antilles/ Antigua & Barbuda	Cuxhaven	Collision
15	15/12/2014	265/13	09/08/2013	Falado von Rhodos	Traditional ship	Germany	Open sea off Iceland	Foundered

### Interim investigation reports in 2014

	Published	Report no.	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	31/01/2014	15/13	31/01/2013	Coral Ace/ Lisa Schulte	Bulker/ Container ship	Panama/ Cyprus	Neue Weser Reede (road- stead)	Collision
2	29/04/2014	99/13	01/05/2013	Atlantic Cartier	Con-ro carrier	Sweden	Port of Hamburg	Fire
3	10/07/2014	265/13	09/08/2013	Falado von Rhodos	Traditional ship	Germany	Open sea off Iceland	Foundered
4	29/10/2014	330/13	28/10/2013	Syderfly/ Coral Ivory	Cargo vessel/ Chemical tanker	Saint Vincent & the Gren- dines/Netherlan- ds	Kiel Canal	Collision

### Investigated marine casualties that were closed with an internal investigation report in 2014

	Date	Ref. no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	Discontin- ued 10/12/2014	213/13	26/07/2013	West Sund/SB70 20	Tug/Barge	Denmark/ Denmark	Kiel Canal, Brunsbüttel Lock	Collision
2	Discontin- ued 10/12/2014	212/13	28/07/2013	West Sund/Perse us	Tug/Barge	Denmark/ Denmark	Kiel Canal, Brunsbüttel Lock	Collision
3	Discontin- ued 21/08/2014	346/13	15/11/2013	Hanjin Chica- go/Jin Xue Yuan	Container ship/Motor coaster	Germany/China	China Sea	Collision
4	Discontin- ued 10/06/2014	018/14	27/01/2014	Roland von Bremen	Traditional ship	Germany	Port of Bremen	Water ingress
5	Discontin- ued 20/08/2014	035/14	16/02/2014	Cap San Augus- tin/ ZHEYUYE320 02	Container ship/ Fishing vessel	Germany China	China Sea	Collision
6	Discontin- ued 26/06/2014	136/14	06/04/2014	Hansa Constitu- tion	Container ship	Germany	Pok Fu Lam/ East Lamma Channel, China	Ground contact
7	Discontin- ued 14/05/2014	092/14	13/04/2014	Ashley	General cargo ship	Netherlands	Fehmarnsund	Ground contact
8	Discontin- ued 08/07/2014	107/14	29/04/2014	Wattenmeer	Fishing vessel	Germany	North Elbe	Foundered
9	Discontin- ued 18/12/2014	117/14	06/05/2014	Hanjin Athens	Container ship	Germany	Suez Canal	Fire
10	Discontin- ued 20/06/2014	137/14	17/05/2014	Nordersand	General cargo ship	Gibraltar	Bremerhaven	Accident involv- ing people
11	Discontin- ued 19/09/2014	129/14	18/05/2014	YM Uniformity	Container ship	China	Elbe	Explosion
12	Discontin- ued 17/12/2014	221/14	23/07/2014	Triton	Tug	Netherlands	Port of Lubmin	Collision
13	Discontin- ued	349/14	06/11/2014	Transpulp	Ro-ro cargo	Sweden	Travemünde	Other/ Blackout ME

	11/11/2014							
14	Discontinued 13/11/2014	359/14	11/11/2014	Pulpeca/ Stena Flavia	Ro-ro cargo/ Ro-ro passenger	Netherlands/ Great Britain	Travemünde	Collision

### Marine casualties handed over to another interested State in 2014

	Ref. no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	16/14	30/01/2014	Argent Eyebright	Chemical tanker	Panama	Pagensand	Grounding
2	164/14	18/06/2014	Sea Gale	Offshore ship	Denmark	Heligoland	Other
3	249/14	04/07/2014	MIA-B	General cargo ship	Germany	Danish waters	Grounding
4	294/14	29/09/2014	Colombo Express/ Maersk Tanjung	Container ship/ Container ship	Germany/ Singapore	Suez Canal	Collision
5	345/14	05/11/2014	Leonie	General cargo ship	Netherlands	Ems estuary	Grounding

### Investigations ongoing at 31 December 2014

	Ref. no	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	330/12	13/01/2012	Costa Concordia	Cruise ship	Italy	Island of Giglio, Italy	Capsize
2	397/12	08/11/2012	Ulusoy 14	Ferry	Turkey	Flensburg	Accident involving people
3	99/13	01/05/2013	Atlantic Cartier	Con-ro carrier	Sweden	Port of Hamburg	Fire
4	330/13	28/10/2013	Syderfly/ Coral Ivory	Cargo vessel/ Chemical tanker	Saint Vincent & the Grenadines/ Netherlands	Kiel Canal	Collision
5	05/14	11/01/2014	P&O Nedlloyd Juliana	Container ship	Liberia	Pier at Bremerhaven	Collision
6	07/14	17/01/2014	Pacific Orca/ Jurie van den Berg	Offshore ship/ Fishing vessel	Cyprus/ Germany	North of Borkum	Collision
7	36/14	16/01/2014	Stenberg/ Wes Janine	Chemical tanker/ Container ship	Gibraltar/ Antigua & Barbuda	Elbe	Collision
8	32/14	15/02/2014	Maersk Laberinto/ Maersk Missouri	Container ship/ Container ship	Hong Kong/ United States	Port of Bremerhaven	Collision
9	58/14	05/03/2014	Wilson Fedje/ Jade	Container ship/ Inland waterway vessel	Barbados/ Germany	Port of Hamburg	Collision
10	128/14	16/05/2014	MSC Benedetta	Container ship	Germany	Port of Zeebrugge	Collision
11	124/14	20/05/2014	Klaus Groth	Fishing vessel	Germany	South of Amrum	Fire/Explosion
12	138/14	21/05/2014	Nordevent Sea Rocket (RIB)	RIB Inflatable craft	Germany	Elbe	Accident involving people
13	140/14	26/05/2014	Suntis	General cargo ship	Germany	Goole, UK	Accident involving people
14	156/14	04/06/2014	Adler Express	Ferry	Germany	Port of Wittdün, Amrum	Collision
15	189/14	30/05/2014	Nobile/ Werker	Racing craft/ Worksite craft	Germany/ Germany	Flensburg Firth	Collision
16	262/14	16/08/2014	Andrea	Fishing vessel	Germany	Hohwacht Bay	Foundered
17	266/14	13/08/2014	Ponton 1/ Bösch	Pontoon/ Tug	Germany Germany	Darß	Pontoon foundered

18	272/14	01/09/2014	Maersk Surabaya	Container ship	Germany	Shanghai	Accident involving people
19	276/14	05/09/2014	Francisca/ RMS Bremen	General cargo vessel/ General cargo ship	Antigua & Barbuda/ Cyprus	Kiel Firth	Collision
20	337/14	20/09/2014	Silver Pegasus	Timber carrier	Panama	Brake	Accident involving people
21	361/14	19/11/2014	Johanna Josefine	Dredger	Netherlands	Brake	Collision
22	364/14	21/11/2014	MTM Westport	Chemical tanker	Hong Kong	Outer Elbe	Accident involving people
23	370/14	24/11/2014	Zander	Other craft (grab dredger)	None	North of Norderney	Accident involving people
24	411/14	28/12/2014	Norman Atlantic	Ro-ro passenger ship	Italy	Adria	Fire/ Physical injury

**Investigations ongoing at 31 December 2014 that were published between January and the end of May 2015**

		Report no.	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	09/01/2015	06/14	09/01/2014	Merita	General cargo ship	Cyprus	Port of Ros-tock	Engine failure
2	19/01/2015	43/14	01/03/2014	Bimi/ Barent Zanen	Dredger/ General cargo ship	Cyprus/ Bahamas	Medem Reede (roadstead)	Collision

**Investigations ongoing at 31 December 2014 for which interim reports were published between January and the end of May 2015**

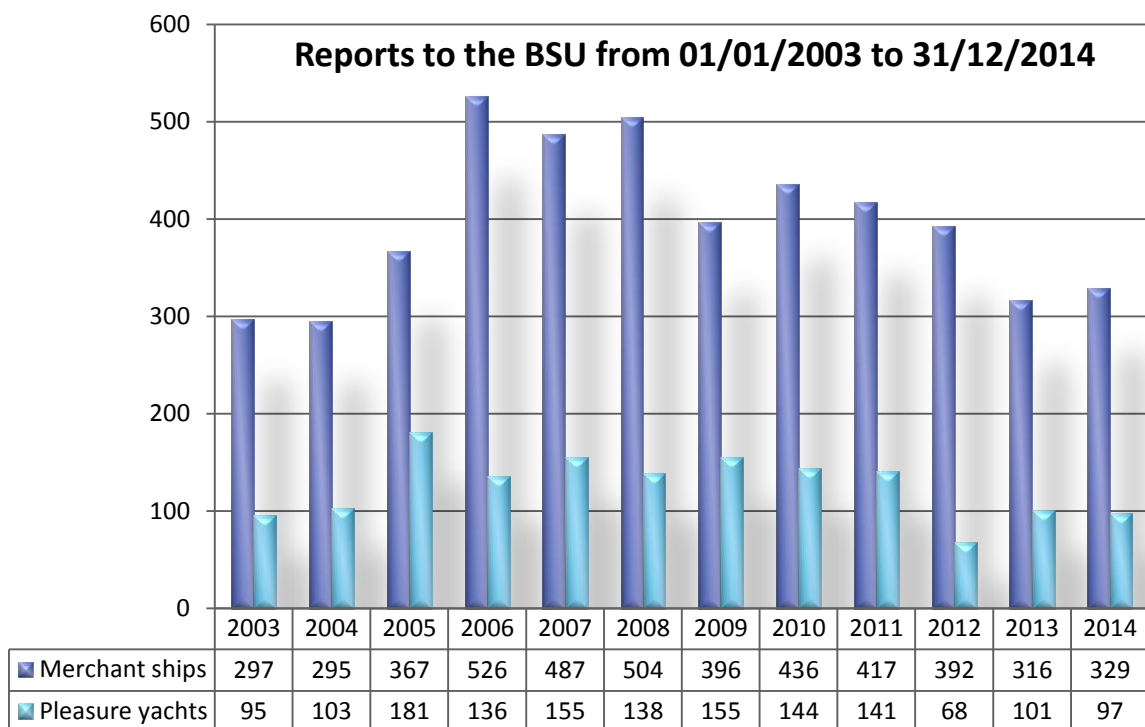
	Published	Report no.	Date of accident	Name of ship	Type of ship	Nationality	Scene of accident	Kind of accident
1	21/01/2015	07/14	17/01/2014	Pacific Orca/ Jurie van den Berg	Offshore ship/ Fishing vessel	Cyprus/ Germany	North of Borkum	Collision

### Investigation of marine casualties involving pleasure yachts by the BSU

Since Germany's SUG entered into force in June 2002 and the BSU was established in Hamburg, accidents involving pleasure yachts have been investigated on the basis of the IMO Code. Since the reform of the SUG in 2011, accidents involving pleasure yachts outside German territorial waters or fishing vessels of less than 15 m are no longer investigated by German authorities.

The legislature established a saving clause (Article 1(4) SUG) for marine casualties that involve only pleasure yachts in German waters and the German Exclusive Economic Zone. The BSU may continue to investigate such cases if it is expected that the findings will increase maritime safety, in particular, by improving applicable regulations or equipment for maritime navigation.

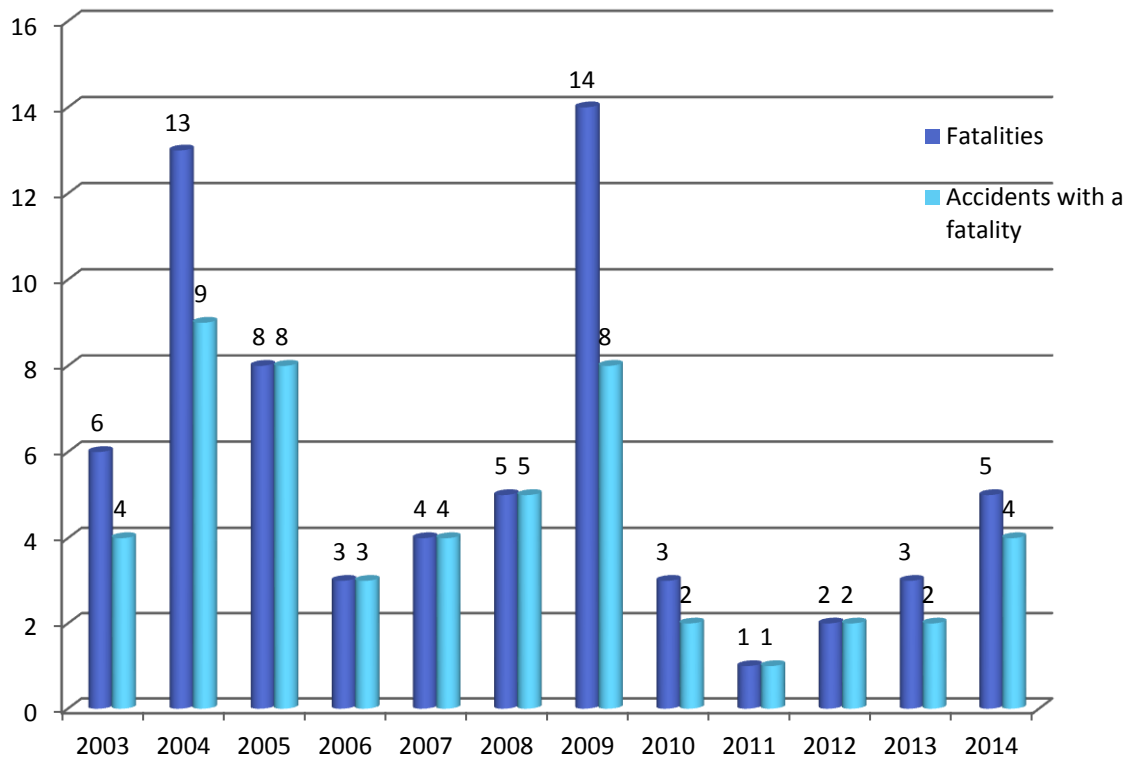
Regardless of the elimination of the investigation of accidents on the open sea involving pleasure yachts, there is still an obligation to report such accidents to the BSU under Article 1 of the Ordinance on the Safety of Shipping (SeeFSichV 1993), meaning statistics for such cases are at least kept. Inasmuch, this statistical part should continue to deal with accidents involving pleasure yachts.



This graph shows the trend for all the reports received by the BSU. While merchant shipping has seen a slight increase for the first time in five years, pleasure yacht reports dropped slightly this year.



**Fatalities involving recreational craft from 2003 to 2014**



Finally, this graph shows the trend for accidents reported with a fatal outcome. To be strictly correct, it must be said that in many cases these reports do not actually concern marine casualties, as the vessels some people recklessly use for activities on the water are not suitable for seafaring. Since canoes, paddle boats, and very small craft are not seagoing ships, the basis for an investigation is absent from the outset. The same applies when a skipper suffers a fatal heart attack on a sailing trip, for example.

Accordingly, it is important to note that there was not a single fatal accident involving a seaworthy pleasure yacht in 2014, meaning there was no investigation in that respect, either.