



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

Interim Investigation Report

pertaining to the investigation report No. 265/13

Very serious marine casualty

**Foundering of the brigantine
FALADO VON RHODOS
on 9 August 2013 off Iceland**

10 July 2014

Under the terms of § 28 Para. 1 sentence 1 of the law to improve safety of shipping by investigating marine casualties and other incidents (Maritime Safety Investigation Law – SUG) of 16 June 2002, as amended in the announcement of 1 March 2012 (Federal Law Gazette I, page 390), last amended by Art. 16 Para. 22 of the decree of 19 October 2013 (Federal Law Gazette I, page 3836) in conjunction with Art. 14 Para. 2 of the directive 2009/18/EC of the European Parliament and the Council of 23 April 2009 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector, the Federal Bureau of Maritime Casualty Investigation publishes an interim report in case an investigation report dealing with very serious or serious accidents cannot be prepared within the term of 12 months.

Issued by:

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Summary

The FALADO VON RHODOS was built in 1968 in Greece as a research vessel based on the model of historical paragons. She had departed from the port of Rif on Iceland, heading to Keflavik, at about 1000 on 8 August 2013. It was planned to arrive in Keflavik on 10 August 2013 around noon. The crew consisted of 12 persons, 7 of which were children aged from 11 to 14 years. The vessel was navigated by a 44 year old skipper possessing the Coastal Certificate of Competence for leisure craft. A 27 year old crew member, holding the Pleasure Craft Licence, Sea, was assigned the task of a boatswain. Another person on board also held the Pleasure Craft Licence, Sea.

Cape Snaellsjökull was circumnavigated at about 1500. Due to the prevailing wind, blowing from south-east with a force of 5 Bft, the vessel was sailed with the assistance of engine power. Owing to the prevailing crossing seas with wave heights of approx. 2 m the vessel started to pitch considerably and some waves washed over the forecastle. The vessel took on significantly more water in the swell than in smooth sea. This was not unusual for the crew, and the water was regularly pumped out of the vessel by the bilge pumps.

At about 2200 the skipper detected an increased water level in the bilges. The vessel was south of Iceland at this time. At around 2330 a distress call was sent, whereupon a fishing vessel in the proximity remained on stand-by. At about 0200 a rescue cruiser reached the vessel. A diesel pump was transferred to the vessel. However, it could not be operated and the water level increased further, so that the vessel had to be abandoned at around 0400. At about 0500 on 9 August 2013 the FALADO VON RHODOS foundered.

The Federal Bureau of Maritime Casualty Investigation (BSU) was not notified of the very serious marine casualty by the skipper or the association. The BSU learned about the accident from the press.

The BSU could not determine the cause of the foundering of the FALADO VON RHODOS so far. The vessel lies off Iceland in a water depth of about 80 m. It is therefore quite obvious that there were errors in the ship's construction and design. Due to the age of the vessel, a lack of proper maintenance could also have led to the water ingress. A collision with flotsam and wash of the sea were not reported and therefore less likely. The investigations and questionings are under way "in all directions".

Since the investigation of this marine casualty involves a time-consuming process with questioning several participants, the time period set by the European Union and implemented into national law by the Federal Republic of Germany, to publish an investigation report after a very serious or serious marine casualty has occurred, cannot be satisfied without serious losses with respect to the conclusions and safety recommendations giving distinction to the report.

After careful appreciation of all relevant factors, and under the premise that the quality of an investigation report shall be given priority over the time period, the BSU

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has therefore decided to suspend the publication of the final investigation report, and publish the present preliminary report.