



**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. 370/14

**Very Serious Marine Casualty**

**Foundering of the floating dredger and drowning of two  
crewmembers on 24 November 2015 in the North Sea north of  
Norderney**

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 Act – 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:  
Bundesstelle für Seeunfalluntersuchung – BSU  
(Federal Bureau of Maritime Casualty Investigation)  
Bernhard-Nocht-Str. 78  
20359 Hamburg

Director: Volker Schellhammer  
Phone: +49 40 3190 8300      Fax: +49 40 3190 8340  
posteingang-bsu@bsh.de      [www.bsu-bund.de](http://www.bsu-bund.de)

## Summary

The inland waterways vessel ZANDER, with two crewmembers on board, was on a transfer voyage from Denmark to the Netherlands. The voyage started on 20.11.2014 in Copenhagen. First of all the ZANDER sailed across the Baltic Sea to Kiel. Then she passed the Kiel Canal. The port of destination Eemshaven was to be reached via the Elbe and the North Sea.

In the morning of 24.11.2014 the ZANDER was in the Coastal Traffic Zone between the island of Norderney and the Vessel Traffic Separation Scheme Terschelling – German Bight.

As forecast, a northwest force 5-6 Bft wind prevailed. The wave height was about 2 m. These conditions led to water ingress on the ZANDER. A seaman was caught by a wave and washed overboard. The remaining crewmember issued a distress call via VHF radio telephone at 0754.

The ZANDER foundered at 0812, immediately before the first vessel rushing to her assistance reached her. Later on, a SAR-helicopter spotted both crewmembers drifting unconscious in the water. They were recovered by rescue cruiser's tender. All attempts at resuscitation were unsuccessful.

As Coastal State, the Federal Bureau of Maritime Casualty Investigation (BSU) immediately started an investigation and since then closely cooperates with the Netherlands investigative authority (Dutch Safety Board), since the ZANDER flew the Netherlands flag at the time of the accident and held a Netherlands inland vessels certificate.

Since the assessment of all sources of information is a time-consuming process, account for the fact that the time limit of one year 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 with the proviso that priority has to be given to the quality of the investigation report vis-à-vis the time of the publication, the BSU has decided to suspend the publication date of the final investigation report, and publish the present preliminary report.