



**Bundesstelle für Seeunfalluntersuchung**  
**Federal Bureau of Maritime Casualty Investigation**  
Bundesoberbehörde im Geschäftsbereich des Bundesministeriums  
für Verkehr, Bau und Stadtentwicklung

## **Interim Investigation Report**

pertaining to the investigation report No. 7/14

**Serious marine casualty**

**Collision between the wind turbine installation  
vessel PACIFIC ORCA and the fishing vessel  
JURIE VAN DEN BERG north of the TSS Terschelling  
German Bight on 17.01.2014**

21. January 2015

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. 5 of the decree of 8 March 2012 Federal Law Gazette I, page 483) 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

At about 0224 CET on 17 January 2014 the Cyprus flagged wind turbine installation vessel PACIFIC ORCA (IMO-No. 9601326, GT: 24.586, year built: 2012) collided with the German flagged fishing vessel JURIE VAN DEN BERG (IMO-No. 7904803, BT: 269, year built: 1979). The PACIFIC ORCA with a length of approx. 161 m was on her voyage from Eemshaven/Netherlands to the wind park Borkum Riffgrund 1. She carried a cargo of foundations for wind turbines. She had left Eemshaven on the previous evening. After having been on a fishing voyage in the North Sea for 6 days the fishing vessel with a length of approx. 36 m was on her voyage back to Eemshaven.

After having crossed the TSS Terschelling – German Bight rectangular the PACIFIC ORCA altered her course to starboard towards the wind park from 350° to 048°. Thereby she posed a collision risk for the JURIE VAN DEN BERG heading south. The evasive manoeuvres initiated on both vessels were not successful. The vessels collided. The JURIE VAN DEN BERG first hit PACIFIC ORCA's forecandle on the port side with her starboard side. In the further course the fishing vessel bumped alongside the entire port side of the PACIFIC ORCA. As a consequence of the collision the shell plating of the PACIFIC ORCA was penetrated in the fore section above the waterline. Apart from this only minor damages were sustained. The JURIE VAN DEN BERG sustained greater damages. She sustained extensive damage to her entire starboard side, the fishing gear and the fore and aft mast. No persons were harmed and no environmental pollution occurred. Both vessels were able to return to Eemshaven under her own steam.

The Federal Bureau of Maritime Casualty Investigation (BSU) was notified about the collision by the Federal Police, and started an investigation. The main focus of the investigation concerns the causes of the investigation. Thereby the evaluation of the voyage data recordings of the PACIFIC ORCA and the AIS data is of particular importance.

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 under the proposition to present an investigation report meeting the international benchmarks and foremost serving the purpose of enhancing the safety of shipping, the BSU has therefore decided to suspend the publication date of the final investigation report, and publish the present preliminary report.