



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. 189/14

Serious Marine Casualty

Collision involving NOBILE and WERKER
on 30 May 2014
in the Flensburger Förde

2 June 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. 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

Summary

At 1426 on 30 May 2014 the traditional sailing vessel NOBILE collided with the worksite vessel WERKER in the Flensburger Förde north of the peninsula Holnis. At the time of the collision the WERKER proceeded on a westerly course with her own power and was located between the buoys 8 and 10. The NOBILE tacked south of the connection line between the buoys 8 and 10 and sailed on starboard bow in a north-northwesterly direction. The collision occurred north of the connecting line between the buoys 8 and 10.

As a consequence of the collision one tank of the WERKER was heavily damaged, leading to water ingress. Moreover, the vessel sustained damages to her hull and a crawler excavator, stowed on the upper deck.

On the NOBILE the collision resulted in the jib boom breaking.

Nobody was injured on both vessels. There was no spillage of harmful substances into the water.

A patrol boat of the waterways police Flensburg reached the scene of the accident at about 1545 and gathered all information concerning the accident. Later on the BSU received several statements which were included in the investigation file.

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.