



**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. 225/15

**Serious Marine Casualty**

**Collision of the ferry FRISIA V with the quay in  
Norddeich on 16 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](http://www.bsu-bund.de)

## Summary

At 1400 on 16 June 2015 the ferry FRISIA V collided with the quay while approaching the port of Norddeich. At this time, the ferry, generally commuting between Norddeich and the island of Norderney, carried 187 passengers and several vehicles.

The ferry is driven and steered by two Schottel-propellers. Moreover, there are a mid-mounted engine with a conventional screw and a bow thruster.

The ferry sailed in the fairway off the port with a speed of about 7.5 kts. The course was kept by the autopilot. Shortly before reaching the western mole the ships command changed to manual steering. The ship was now to be turned and the rate of speed to reduced. However, the steering did not follow the orders given for this. The ships command recognized this immediately. In order to minimize the impact of the impending collision with the quay, the mid-mounted engine was coupled "astern" and the bow thruster operated accordingly. The collision impact could be reduced by these measures.

Shortly before the collision, the master had attempted to alert the passengers by an announcement. However, several people were injured. Three passengers were transported into a hospital. Five other passengers sustained contusions and a whiplash injury, respectively. These persons could leave the ship without further assistance. A vehicle was slightly damaged.

The ship firstly rammed the wooden dolphin located at the quay edge and broke it off. Then the bow hit the pier below the rubbing-strake. Thereby the bow was heavily indented, but not torn. The ship needed to proceed to a ship yard. The BSU surveyed the ship during period in the yard.

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 that quality is given priority over the publishing date, the BSU has decided to suspend the publication date of the final investigation report, and publish the present preliminary report.