



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. 402/15

Very Serious Marine Casualty

**Fatal accident involving a person on board the
charter yacht DESDEMONA on 21 September 2015 in
the area of the approach of Rostock-Warnemünde
between the fairway buoys 9 and 11**

21 September 2016

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. 22 of the decree of 24 May 2016 (Federal Law Gazette I, page 1217) 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

1 FACUTAL INFORMATION

1.1 Photo Desdemona



Figure 1: Photo of DESDEMONA

1.2 Ship particulars DESDEMONA

Name of ship:	DESDEMONA
Type of ship:	Sailing Yacht
Nationality/Flag:	Germany
Port of registry:	Lübeck
Registration number:	HL-321
Year built:	1959
Shipyard	G. D'Este, Venice
Length overall:	11.78 m
Breadth overall:	3.02 m
Draught:	1.60 m
Displacement:	7.50 t
Engine rating:	37.00 kW
Main engine:	VW-Diesel
Hull material:	Wood (mahogany on oak)
Minimum safe manning (max./day of accident):	6/4

1.3 Voyage particulars

Port of departure:	Gedser (Denmark)
Port of call:	Rostock-Warnemünde (Germany)
Type of voyage:	Private cruise with charter yacht

1.4 Marine casualty or incident information

Type of marine casualty or incident:	Very serious marine casualty; Fatal accident
Date, time:	21/09/2015/about 1345 CEST
Location:	Baltic Sea, approach of Rostock-Warnemünde, between the fairway Buoys 9 and 11
Latitude/Longitude:	ca. ϕ 54°13.0'N λ 012°04.2'W
Ship operation and voyage segment:	Harbour mode
Consequences (for people, ship, cargo, environment, other):	Death of a crew member after falling into the water

Extract from nautical chart No. 1672 (INT 1355; port of Rostock),
Federal Maritime and Hydrographic Agency (BSH)

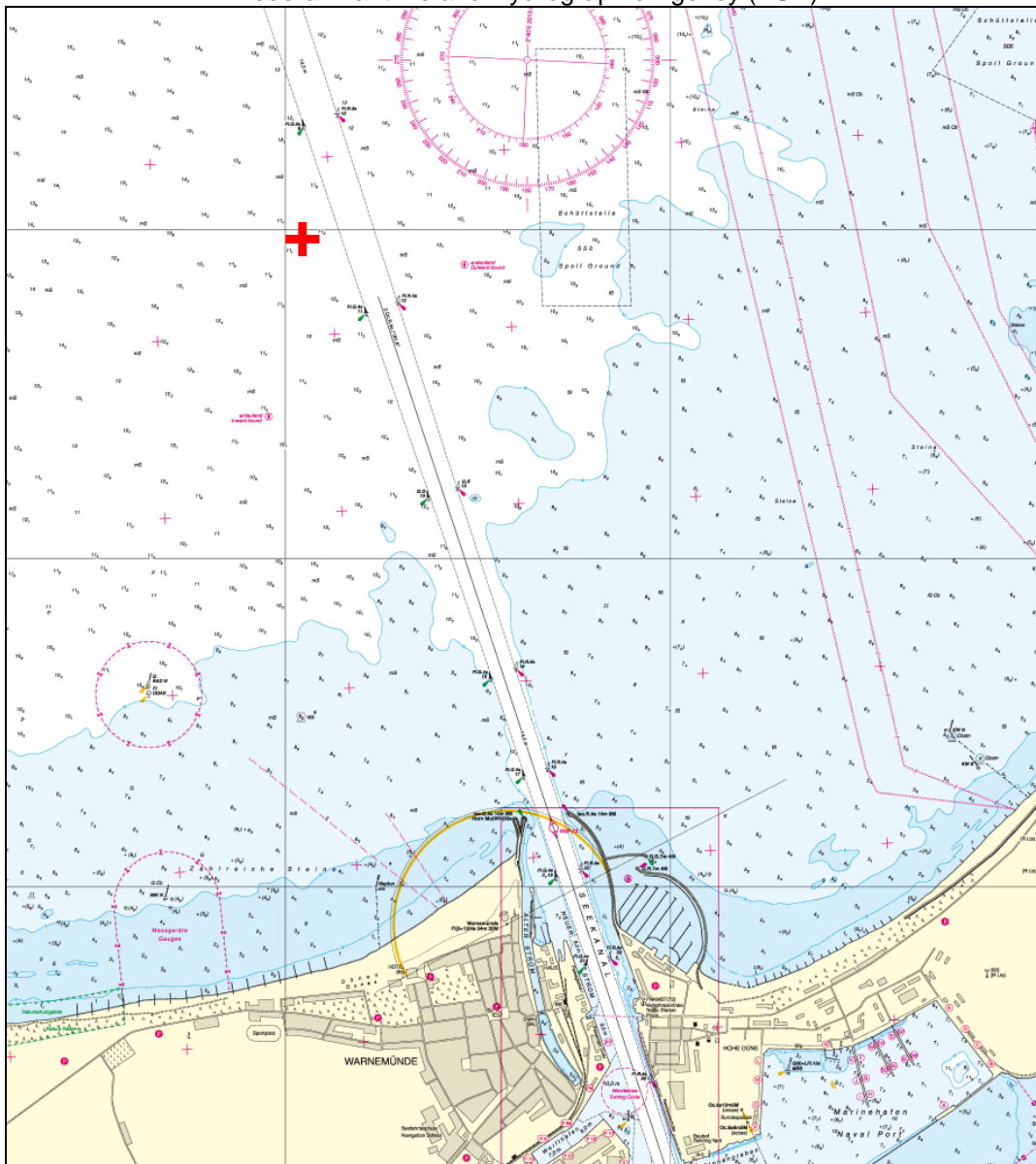


Figure 2: Scene of the accident

1.5 Shore authority involvement and emergency response

Agencies involved:	Coordination center Hanse, MRCC Bremen, DGzRS, Waterways Police Rostock, Federal Police, fire department Rostock
Resources used:	Fire-boat FLB 40-3 (including diver group), rescue cruiser ARKONA; pilot boat MUTTLAND; police boat WARNOW, Federal Police boat PRIGNITZ; rescue helicopter
Actions taken:	After receipt of the accident report search measures were immediately initiated by the aforementioned craft and the rescue helicopter; divers searched for the casualty in the water.
Results achieved:	The search was unsuccessful. The person was recovered dead out of the Baltic Sea on 1 October 2015

2 Summary

An accident leading to the death of a crewmember occurred on the sailing yacht DESDEMONA, flying the German flag, on the voyage from Gedser to Rostock-Warnemünde on 21 September 2015.

The DESDEMONA is a chartered yacht registered in Lübeck. The crew comprising of four persons chartered the yacht from 19 September 2015 until 25 September 2015 for a Baltic Sea cruise.

On the day of the accident, the DESDEMONA left den Danish port of Gedser power-driven at about 1000 and then sailed towards Rostock. Wind forces between 4 and 5 Bft prevailed.

Shortly before 1300 the approach of Rostock was passed and the voyage was subsequently continued at the red buoy line of the sea canal Warnemünde outside the fairway. The crew decided to already take down the sails during the harbor mode and call at the port of Warnemünde with engine power.

At 1345, a crewmember suddenly fell overboard while attempting to assist in taking down the sails when the yacht was between the fairway buoys 9 and 11. In all likelihood, a swell induced fierce movement of the yacht caused the fall. Despite immediately initiated search measures of the remaining three crewmembers they did not manage to take him back on board. He as well as the other crewmembers did not wear a life jacket and was not secured by means of safety rope.

The casualty lost his consciousness shortly after having fallen into the water and sank into the Baltic Sea. The rescue forces alerted immediately a few minutes afterwards were unable to find the sailor.

The corpse of the sailor was found on 1 October 2015 off Rostock-Markgrafenheide by a navy craft and recovered by the crew of the Waterways Police boat WARNOW which was called.

The Federal Bureau of Maritime Casualty Investigation (BSU) has meanwhile largely concluded the investigation on the course of the accident. The BSU currently draws up the investigation report on the very serious marine casualty.

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. Therefore the public is informed about the state of the investigation by issuing this Interim Investigation Report.