



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. 459/15

Serious Marine Casualty

**Collision on the Lower Elbe between MV
EENDRACHT and MV TRANSCAPRICORN
on 26 November 2015**

24 November 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. 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

1 FACUTAL INFORMATION

1.1 Photo MV EENDRACHT



Figure 1: Photo of EENDRACHT

1.2 Ship particulars

Name of ship:	EENDRACHT
Type of ship:	General cargo vessel
Nationality/Flag:	Netherlands
Port of registry:	Urk
IMO number:	9512783
Call sign:	PBMS
Owner:	Global Seatrade CV
Year built:	2009
Shipyard/Yard number:	Partner Shipyard, Szczecin
Classification society:	Bureau Veritas
Length overall:	105,0 m
Breadth overall:	15,6 m
Gross tonnage:	2981
Deadweight:	3394 t
Draught (max.):	5,8 m
Engine rating:	3680 kW
Main engine:	Wartsila 8L32
(Service) Speed:	18,0 kts
Hull material:	Steel
Hull design:	Double bottom

1.3 Voyage particulars

Port of departure:	Hamburg
Port of call:	Harlingen
Type of voyage:	Merchant shipping/International
Cargo information:	Unknown
Manning:	9
Draught at time of accident:	5,2 m
Pilot on board:	Yes

1.4 Photo



Figure 2: Photo of TRANSCAPRICORN

1.5 Ship Particulars TRANSCAPRICORN

Name of ship:	TRANSCAPRICORN
Type of ship:	General cargo ship
Nationality/Flag:	Gibraltar
Port of registry:	Gibraltar
IMO number:	9187928
Call sign:	ZDNJ4
Owner:	Transatlantic Rederi AB
Year built:	2000
Shipyard/Yard number:	Transatlantic Rederi AB
Classification society:	Bureau Veritas
Length overall:	118,5 m
Breadth overall:	6,3 m
Gross tonnage:	4871
Deadweight:	6663t
Draught (max.):	6,3 m
Engine rating:	3840 kW
Main engine:	MaK 8M32
(Service) Speed:	14,0 kts
Hull material:	Steel
Hull design:	Double bottom

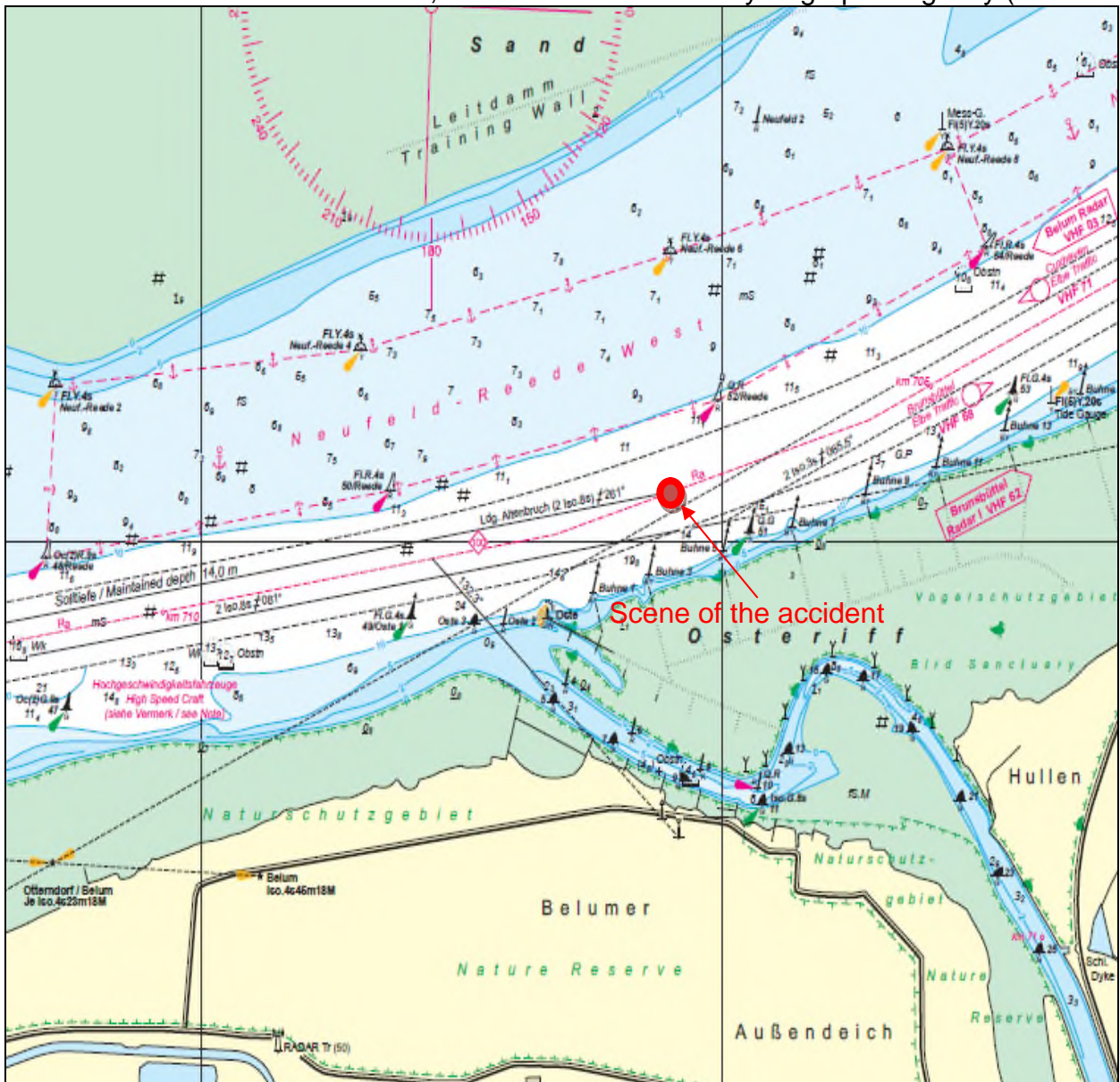
1.6 Voyage particulars

Port of departure:	From sea
Port of call:	Tornio via Kiel Canal
Type of voyage:	Merchant shipping/International
Cargo information:	No information
Manning:	9
Draught at time of accident:	6,2 m
Pilot on board:	Yes

1.7 Marine casualty or incident information

Type of marine casualty or incident:	Serious marine casualty, collision
Date, time:	26/11/2015, 0528
Location:	Lower Elbe, Oste estuary
Latitude/Longitude:	ϕ 53°51,1'N λ 008°59,8'E
Ship operation and voyage segment:	Harbor mode
Place on board:	Forecastles
Human factor:	Yes, human error
Consequences (for people, ship, cargo, environment, other):	Stranding of TRANSCAPRICORN, no harm to persons, minor damages, no environmental pollution

Extract from nautical chart No. 46, Federal Maritime and Hydrographic Agency (BSH)



1.8 Shore authority involvement and emergency response

Agencies involved: Waterways Police Cuxhaven, German Maritime Search and Rescue Association, Central Command for Maritime Emergencies, Taucher Otto Wulf (TOW),

Resources used: BÜRGERMEISTER BRAUER, NEUWERK, HERMANN HELMS, TOW3, TOW5

Actions taken: Vessel Traffic Service, tug assistance,

Results achieved: TRANSCAPRICORN refloated

2 Summary

At 0528 CET on 26 November 2015, the MV EENDRACHT, flying the Netherlands flag, and sailing downstream the river Elbe at high speed, collided with the MV TRANSCAPRICON, flying the flag of Gibraltar, at buoy 51 off the Oste estuary. Due to her abrupt course alteration to port, the EENDRACHT crossed the middle of the fairway and sailed directly in front of TRANSCAPRICON's bow so that a collision was inevitable. An obtuse collision angle and major damages could be prevented by rudder- and engine manoeuvres carried out by both ships. Both vessels scraped along each other. Thereby the TRANSCAPRICON stranded on the mud flat and had to be towed free by a tug, while the MV EENDRACHT remained floatable. No harm was caused to people and no harmful substances escaped.

The collision was caused by the fact that EENDRACHT did not keep the track triggered by switching from automatic pilot (heading control system) to manual steering. The BSU had not yet been given the opportunity to reconstruct the course of the accident on board the EENDRACHT and could therefore not conclude the investigation report. The EENDRACHT's crew and the ship's owner did not submit a statement to the BSU so far.

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.