



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. 499/15

Serious Marine Casualty

Grounding of the BBC MAPLE LEA
on 17 December 2015
in the Lac Saint-Louis, Canada

15 December 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:
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1 FACUTAL INFORMATION

1.1 Photo



© Auerbach Schifffahrt GmbH & Co. KG

Figure 1: Photo of BBC MAPLE LEA

1.2 Ship particulars

Name of ship:	BBC MAPLE LEA ¹
Type of ship:	Multi- Purpose Vessel
Nationality/Flag:	Germany
Port of registry:	Hamburg
IMO number:	9358034
Call sign:	DDLO
Owner:	Auerbach Schifffahrt GmbH & Co. KG
Year built:	2007
Shipyard/Yard number:	China Changjiang Shipping Group Qingshan Shipyard / QS2004 0306
Classification society:	DNV GL
Length overall:	138.93 m
Breadth overall:	21.35 m
Gross tonnage:	9.611
Deadweight:	12.746 t
Draught (max.):	8.00 m
Engine rating:	5.400 kW
Main engine:	MAK 6M 43C
(Service) Speed:	14 kts
Hull material:	Steel
Minimum safe manning:	14

¹ The ship was, other than in the ships photo, renamed in BBC MATPLE LEA on 1 February 2015

1.3 Voyage particulars

Port of departure:	Côte-Sainte-Catherine, Canada
Port of call:	Falmouth, United Kingdom
Type of voyage:	Merchant shipping, international
Cargo information:	Fragmentized, steel scrap
Manning:	17
Draught at time of accident:	D _f 7,8 m, d _m 7,9 m, d _a 8,0 m
Pilot on board:	Yes
Canal helmsman:	No
Number of passengers:	0

1.4 Marine casualty or incident information

Type of marine casualty or incident:	Serious marine casualty, grounding
Date, time:	17 December 2015, 0755 ²
Location:	Lac Saint-Louis, Canada
Latitude/Longitude:	φ 45°24,11' N λ 073°47,00' W
Ship operation and voyage segment:	Harbor mode
Place on board:	Bow thruster
Consequences (for people, ship, cargo, environment, other):	Bow thruster damaged, Spillage of a maximum of 10 l hydraulic oil

Excerpt of the digital chart, Navionics S.p.A.

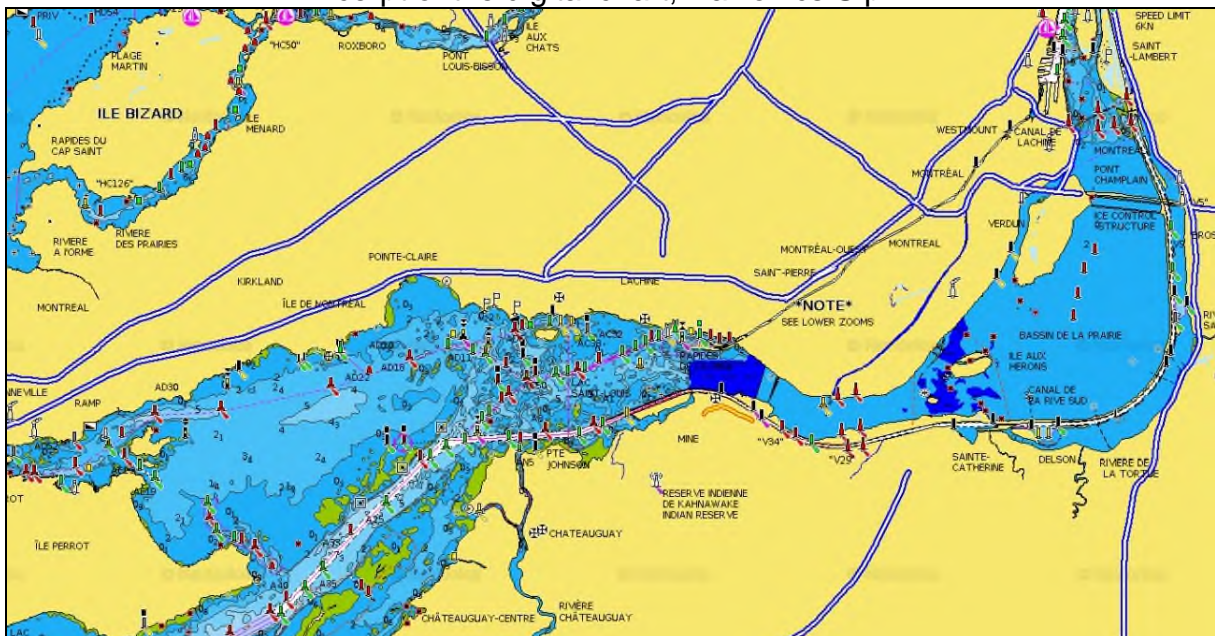


Figure 2: chart

² All times in the report refer to the local time = UTC-5.

1.5 Shore authority involvement and emergency response

Agencies involved:	Vessel Traffic Services Beauharnois Traffic,
Resources used:	Transportation Safety Board of Canada
Actions taken:	Tugs
Results achieved:	Towed free Ship could be towed free; spilled hydraulic oil could be absorbed

2 Summary

The multi-purpose ship BBC MAPLE LEA, flying the German flag, cast off in the morning of 17 December 2015 in the port of Côte-Sainte-Catherine in order to start her voyage to Falmouth. For the passage of the Saint-Lorenice-Seaway, a pilot had embarked. For lack of an opportunity to turn in the cargo port, the ship first passed the Canal de la Rive Sud in a westerly direction in order to turn in the Lac-Saint-Louis. For the turning manoeuvre, the pilot favored the fairway area west of the buoy A13. According to the shipboard passage planning it was intended to carry out the turning manoeuvre in the area off the locks of Beauharnois. This would have meant a detour of altogether 12 nm (6 nm in each direction). The draught of the BBC MAPLE LEA amounted to 8 m.

The turning manoeuvre west of the buoy A13 failed, so that the BBC MAPLE LEA sailed out of the fairway south-west of the buoy A18 and grounded there in an area with water depths between 6 m and 7.3 m. This resulted in the bow thruster being damaged so that a small quantity of hydraulic oil escaped. People were not harmed.

The BBC MAPLE LEA could be towed free in the course of the day.

Due to staff changes in the BSU in the course of the ongoing investigation, the leadership of the investigation changed and therefore the conclusion of the investigation is delayed. Consequently, 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. The public is informed about the state of the investigation by this interim investigation report.