



**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. 55/15

**Very serious Marine Casualty**

**Foundering of the fishing vessel KRISTINA  
on 18 February 2015 in the North Sea**

18 February 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](http://www.bsu-bund.de)

## Summary

At 1100 on 18 February 2015 the fishing vessel KRISTINA, which sailed under the German flag, foundered in the North Sea. The fishing vessel had the characteristic SH 14 and was registered in Heiligenhafen.

At 1000 on 18 February 2015 the crew of the 16 meter fishing vessel announced water ingress in the fish hold with an emergency call on VHF channel 16. Therefore the crew asked for pump assistance. The fishing vessel stood at this time around 50 nm northerly of the West Frisian Islands. The MRCC Bremen took over the command. The nearest vessel was the Dutch dredger REIMERSWAAL. He reached the fishing vessel, which draft already increased considerably, at 1030. At 1045 the fishing vessel suddenly developed a list to starboard. Thereupon the crew, wearing their immersion suits, jumped over board and swam away. The crew of the REIMERSWAAL launched immediately their fast rescue boat and picked up the fisher men. The fishing vessel submerged only a little later.

The crew of the KRISTINA could go ashore unharmed on the same evening in Harlingen.

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.