



**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. 12/16

**Serious Marine Casualty**

# **Collision between the general cargo ship EVERT PRAHM and the Rendsburg transporter bridge on 8 January 2016 in Kiel Canal**

6 January 2017

Pursuant to the first sentence of Article 28(1) of the Law to improve safety of shipping by investigating marine casualties and other incidents (Maritime Safety Investigation Law – SUG) of 16 June 2002, as amended and promulgated on 1 March 2012 (BGBl. [Federal Law Gazette] I p. 390), amended most recently by Article 5 of the Regulation of 8 March 2012 (BGBl. I p. 483), in conjunction with Article 14(2) of Directive 2009/18/EC of the European Parliament and of 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 within a period of 12 months of a very serious or serious marine casualty if it is not possible to complete the corresponding investigation report within that period.

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## 1 Factual information

### 1.1 Photo of the EVERT PRAHM



Figure 1: Photo of the EVERT PRAHM

### 1.2 Ship particulars: EVERT PRAHM

|                         |  |
|-------------------------|--|
| Name of ship:           | EVERT PRAHM  |
| Type of ship:           | General cargo ship   |
| Nationality/Flag:       | Germany  |
| Port of registry:       | Leer   |
| IMO number:             | 9138757  |
| Call sign:              | DQRI   |
| Owner:                  | Karl Meyer Shipping International GmbH & Co. KG <sup>1</sup> |
| Year built:             | 1996   |
| Shipyard/Yard number:   | Koetter-Werft GmbH/90  |
| Classification society: | Bureau Veritas   |
| Length overall:         | 78.25 m  |
| Breadth overall:        | 11.65 m  |
| Gross tonnage:          | 1,598  |
| Deadweight:             | 2,398 t  |
| Draught (max.):         | 4.50 m   |
| Engine rating:          | 1,320 kW   |
| Main engine:            | S.K.L. 6VD29/24AL-2  |
| (Service) Speed:        | 11 kts   |
| Hull material:          | Steel  |
| Minimum safe manning:   | 5  |

<sup>1</sup> Karl Meyer Shipping International GmbH & Co. KG manages shipping operations for Hammann & Prahm Reederei GmbH.

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### 1.3 Voyage particulars

|                              |                                  |
|------------------------------|----------------------------------|
| Port of departure:           | Liepaja, Latvia                  |
| Port of call:                | Husum                            |
| Type of voyage:              | Merchant shipping, international |
| Cargo information:           | 1,903 t maize                    |
| Manning:                     | 7                                |
| Draught at time of accident: | 4.1 m                            |
| Pilot on board:              | Yes                              |
| Canal helmsman:              | No                               |
| Number of passengers:        | 0                                |

### 1.4 Photo of the transporter bridge



Figure 2: Photo of the Rendsburg transporter bridge

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### 1.5 Transporter bridge data

|                              |   |
|------------------------------|---|
| Location:                    | Rendsburg, canal kilometre 62.644                           |
| Entry into service:          | 2 December 1913   |
| Length:                      | 14 m  |
| Breadth:                     | 6 m   |
| Maximum load capacity:       | 7.5 t   |
| Suspension:                  | Four vertical carrier cables, eight diagonal tension cables |
| Weight of gondola:           | Approx. 37 t  |
| Weight of superstructure:    | Approx. 41 t  |
| Weight of suspension system: | 350 kg per cable  |
| Speed:                       | Approx. 5 km/h  |
| Distance crossed:            | 125 m   |
| Duration of crossing:        | Approx. 1.5 minutes   |
| Propulsion:                  | Four electric motors of 21 HP each                          |
| Power supply:                | 400 volts AC via conductor line                             |
| Height above water:          | Approx. 3 m   |

### 1.6 Marine casualty information

|                                    |   |
|------------------------------------|---|
| Type of marine casualty:           | Serious marine casualty, collision with physical injury |
| Date, time:                        | 8 January 2016, 0638 <sup>2</sup>                       |
| Location:                          | Kiel Canal  |
| Latitude/Longitude:                | φ 54°17.61' N λ 009°40.96' E                            |
| Ship operation and voyage segment: | Harbour mode  |
| Place on board:                    | Wheelhouse  |
| Consequences:                      | Two casualties; material damage                         |

Extract from Official Nautical Chart No 3009 (detailed chart), BSH

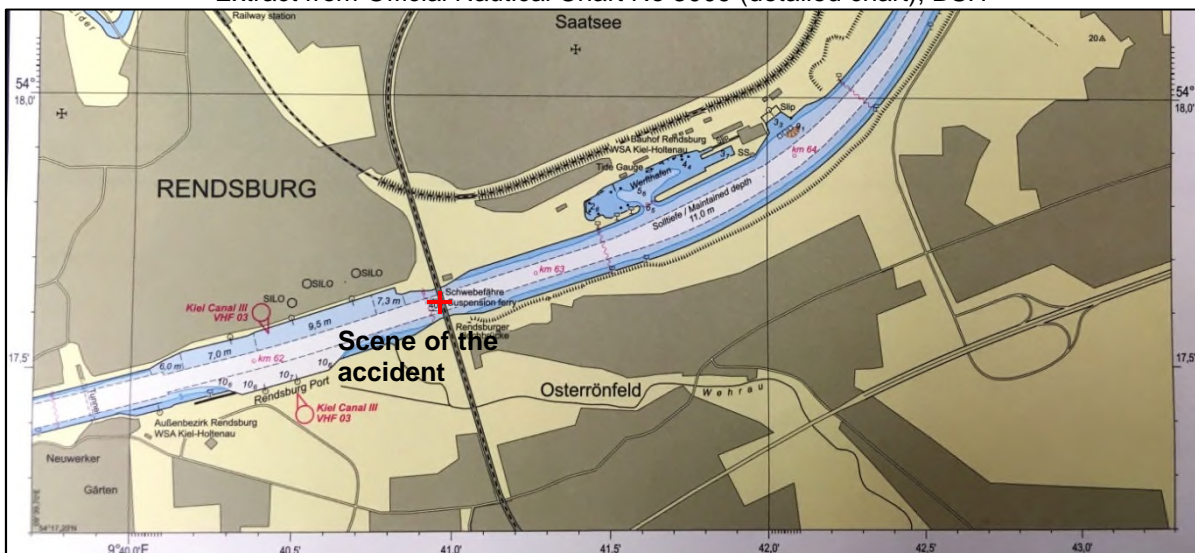


Figure 3: Nautical chart

<sup>2</sup> All times shown in this report are local = UTC + 1



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### **1.7 Shore authority involvement and emergency response**

|                    |  |
|--------------------|--|
| Agencies involved: | Waterway police (WSP), police and firefighters from Rendsburg, rescue service, Waterways and Shipping Authorities Brunsbüttel and Kiel-Holtenau  |
| Resources used:    | Canal ferry MEMEL  |
| Actions taken:     | Kiel Canal and Rendsburg Bridge closed to shipping and rail traffic respectively; casualties rescued from the transporter bridge; transporter bridge re-engaged and secured on the southern side of Kiel Canal |
| Results achieved:  | Casualties rescued; Kiel Canal cleared for use by shipping after the transporter bridge was secured and the EVERT PRAHM was freed  |

## **2 Summary**

Sailing from Liepaja in Latvia to Husum, the German-flagged coaster EVERT PRAHM was transiting the Kiel Canal westbound on 8 January 2016. The bridge was manned by the chief officer and a cadet. A canal pilot was also on the bridge. A 2-3 Bft south-easterly wind which was slowly turning to the south-west blew in the early hours of the morning. Inter alia, snow and ice warnings had been issued for the Rendsburg-Eckernförde area. There was snow and freezing rain during the night. Wind forces of 4-5 Bft with gusts of 6-7 Bft were measured at Rendsburg after 0600. The air temperature stood at about 3 °C and there was light rain.

At 0635, the EVERT PRAHM approached Rendsburg Bridge in darkness at a speed over ground of about 8.8 kts. The transporter suspended below the railway bridge was on the northern bank of the Kiel Canal at the time. In addition to the operator, there was also a passenger on the transporter. The EVERT PRAHM kept to the middle of the fairway and was just short of Rendsburg Bridge when the transporter set off toward the southern bank. Despite the EVERT PRAHM executing a full astern manoeuvre combined with hard-a-port, it was not possible to prevent the collision. The transporter struck amidships against the hatch, was briefly snagged, rotated, and then released again. It then struck the starboard wing and scraped over the wheelhouse, dragging the antenna, radar, and stern mast with it. The EVERT PRAHM made slight contact with the southern embankment at river kilometre 62.5. She freed herself unassisted by means of a stern manoeuvre. She then sailed into the district port of Rendsburg and made fast there at 0715.

As a result of the accident, the Kiel Canal and Rendsburg Bridge were closed to shipping and rail traffic respectively.

The transporter bridge was severely damaged due to the collision and partially torn out of the rail guide. It was caught centrally over the Kiel Canal.

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The operator was seriously injured due to the collision. The only passenger on the transporter bridge was also injured. With the assistance of the canal ferry MEMEL, both people could be rescued from the transporter bridge and taken to hospital. The emergency services managed re-engage the transporter bridge and move it to the southern side of the canal at about midday.

Due to the complexity of the documents that need to be viewed, the expert opinions commissioned by the parties involved in particular, it is not possible to adhere to the time limit of one year for publishing an investigation report set by the European Union and transposed into national law by the Federal Republic of Germany. The public is therefore informed on the progress of the investigation by way of the publication of this interim report.