



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. 423/16

Serious Marine Casualty

**Collision of MV MERIDIAN with MV NEWYORKER
and MSC DIANA at 0154 on 20 November 2016 at the
pier in Bremerhaven**

16 November 2017

Pursuant to the second 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) in conjunction with Article 14(2) of the directive 2009/18/EC of the European Parliament and of the Council 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 month of a very serious marine casualty if it is not possible to complete the corresponding investigation report within that period.

Issued by:
Bundesstelle für Seeunfalluntersuchung – BSU
(Federal Bureau of Maritime Casualty Investigation)
Bernhard-Nocht-Str. 78
20359 Hamburg



Director: Ulf Kaspera
Phone: +49 40 3190 8300
posteingang-bsu@bsh.de

Fax: +49 40 3190 8340
www.bsu-bund.de

1 FACUTAL INFORMATION

1.1 Photo



Figure 1: Photo of MERIDIAN

1.2 Ship particulars

Name of ship:	MERIDIAN
Type of ship:	Multi-purpose Vessel
Nationality/Flag:	Germany
Port of registry:	Wilhelmshaven
IMO number:	7002605
Call sign:	DDOF
Owner:	Vessel's master
Year built:	1969
Shipyard/Yard number:	Martin Janssen Schiffswerft / 72
Classification society:	DNV GL
Length overall:	74,12 m
Breadth overall:	10,5 m
Gross tonnage:	1251
Deadweight:	1404 t
Draught (max.):	3,65 m
Engine rating:	853 kW
Main engine:	SKL Magdeburg
(Service) Speed:	10,0 kts
Hull material:	Steel
Minimum safe manning:	4

1.3 Voyage particulars MERIDIAN

Port of departure:	Swinemünde
Port of call:	Oldenburg
Type of voyage:	Merchant shipping, international
Cargo information:	Coarse colza meal
Manning:	4
Draught at time of accident:	V: 3,62 m – A: 3,65 m
Pilot on board:	No
Number of passengers:	0

1.4 Photo of MSC DIANA



Figure 2: MSC Diana

1.5 Voyage particulars MSC DIANA

Name of ship:	MSC DIANA
Type of ship:	Container vessel (ULCS)
Nationality:	Liberia
Port of registry:	Monrovia
IMO number:	9755933
Call sign:	D5KX8
Owner:	MSC Mediterranean Shipping Company
Year built:	2016
Shipyard/Yard number:	Samsung Heavy Ind./2138
Classification society:	DNV GL
Length overall:	399.90 m
Breadth overall:	58.83 m
Gross tonnage:	193489
Deadweight:	202036 t
Draught (max.):	16,0 m
Engine rating:	75570 kW
Main engine:	MAN-B&W
(Service) Speed:	19 kts
Hull material:	Steel
Minimum safe manning:	No information

1.6 Photo New Yorker



Figure 3: MV NEWYORKER

1.7 Ship particulars

Name of ship:	NEWYORKER
Type of ship:	Container
Nationality/Flag:	Panama
Port of registry:	Panama
IMO number:	9209104
Call sign:	3FIP9
Owner:	MSC Mediterranean Shipping Company
Year built:	2001
Shipyard/Yard number:	Samsung Heavy Ind./1312
Classification society:	DNV GL
Length overall:	207.16
Breadth overall:	29.80 m
Gross tonnage:	25294
Deadweight:	32299 t
Draught (max.):	11,40 m
Engine rating:	20954 kW
Main engine:	Sulzer, HSD Engine Co Ltd.
(Service) Speed:	22,8 kn
Hull material:	Steel
Minimum safe manning:	No information

1.8 Marine casualty or incident information

Type of marine casualty or incident:	Serious marine casualty, collision
Date, time:	20.11.2016 01:54 Uhr
Location:	Bremerhaven, Stromkaje
Latitude/Longitude:	ϕ 53°35'N λ 008°32'E
Ship operation and voyage segment:	Harbor mode Arrival
Place on board:	Forecastle
Consequences (for people, ship, cargo, environment, other):	Damages to all three ships and the pier

Excerpt of the digital chart, INT 1457 BSH

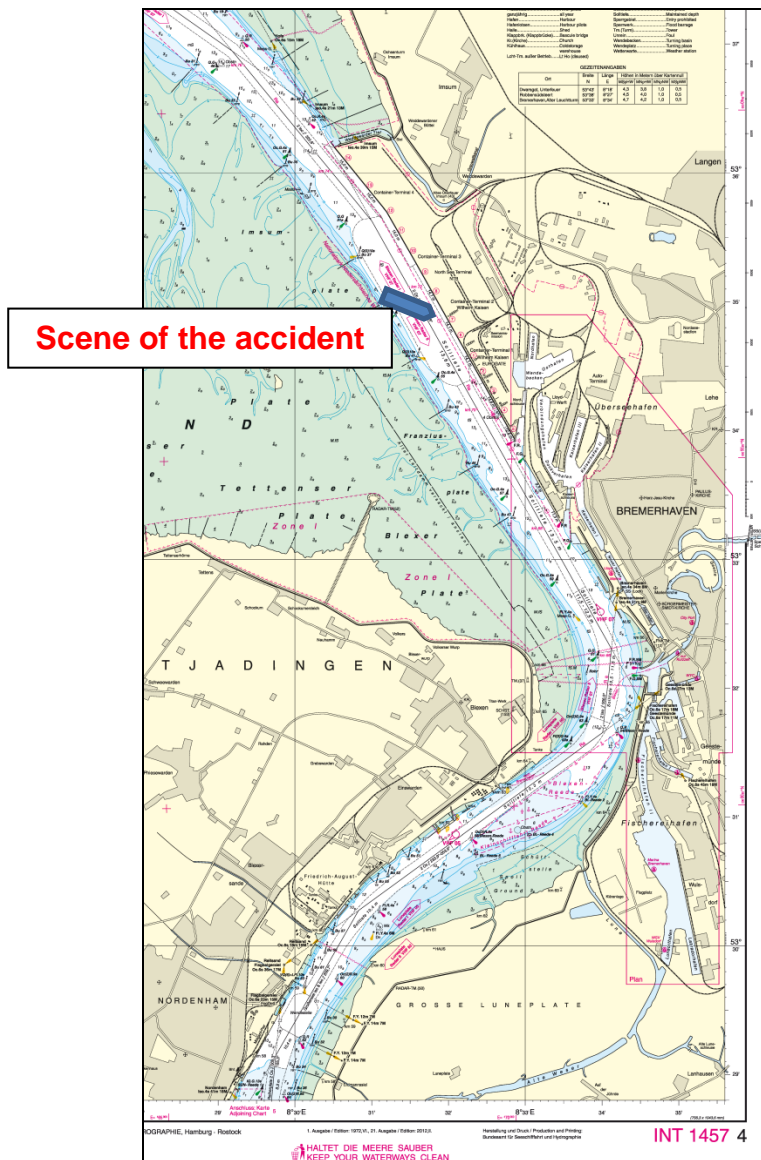


Figure 2: chart with accident position

1.9 Shore authority involvement and emergency response

Agencies involved:	Harbor master, Bremen port, Eurogate, Waterways Police Bremerhaven, VTS Bremerhaven, Ship Safety Division
Resources used:	None
Actions taken:	Ascertainment of damage, start of accident investigation
Results achieved:	No persons harmed, no environmental pollution, extensive damage to all three ships involved and the pier

2 Summary

At 0154 on 20 November 2016, the large container vessels NEWYORKER and MSC DIANA were moored in a row at the container terminal in Bremerhaven, when the coastal motor vessel MERIDIAN, without discernible course or speed alteration, first struck NEWYORKER's port side, pushed aft along her port side, got into the gap between both container vessels and poked into the pier with her bow. Thereby the MERIDIAN damaged MSC DIANA's bulbous bow with her stern.

The pier construction was heavily damaged resulting in the operation of the gantry cranes being suspended.

NEWYORKER's shell plating was indented several times not resulting in a crack.

However, MSC DIANA sustained a crack in the bulbous bow which could be sealed by the crew.

The MERIDIAN sustained heavy damage to her bow area.

No persons were harmed and no environmental pollution occurred.

The BSU started an investigation into the very serious marine casualty.

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.