



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 serious marine casualty 241/18

Grounding of the Tank Motor Vessel PAZIFIK off
Indonesia on 9 July 2018

5 July 2019

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 Act – SUG) 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.

This interim report should not be used in court proceedings or proceedings of the Maritime Board. Reference is made to Article 34(4) SUG.

The German text shall prevail in the interpretation of this interim report.

Issued by:
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1 FACTUAL INFORMATION

1.1 Photograph of the ship



Figure 1: Photograph of the PAZIFIK

1.2 Ship particulars

Name of ship:	PAZIFIK
Type of ship:	Liquefied gas tanker
Nationality/Flag:	Germany
Port of registry:	Rostock
IMO number	9293430
Call sign:	DBIP
Owner (acc.to Equasis)	MS "PolarPacific" GmbH & Co. KG
Operator:	F. Laeisz
Year built:	2005
Shipyard/Yard number:	Hyundai Heavy Ind. Korea
Classification society:	DNV GL
Length overall:	204.98 m
Breadth overall:	32.23
Draught (max):	20.80
Gross tonnage:	35853
Deadweight:	42937
Engine rating:	11300 kW
Main engine:	Hyundai-MAN/B&W 5S60MC-C
(Service) speed	15,2 kts
Hull material:	Steel
Shell plating construction:	Double bottom
Minimum safe manning:	21

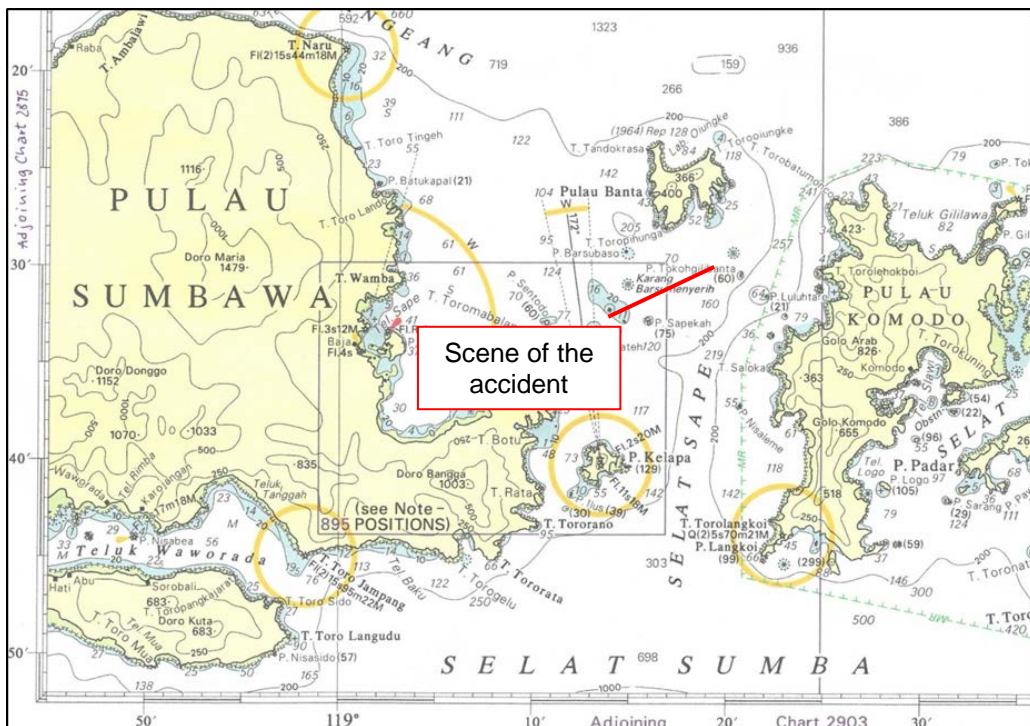
1.3 Voyage particulars

Port of departure::	Luwuk, Indonesia
Port of call:	Kwinana, Australia
Type of voyage:	Merchant shipping/international
Cargo information:	Dangerous goods, liquefied gas
Manning:	21
Draught at time of accident:	Forward: 8.0 m, aft 9.0 m
Pilot on board:	No
Canal helmsman:	No
Number of passengers:	None

1.4 Marine casualty or incident information

Type of marine casualty:	Serious casualty, grounding
Date, time:	09/07/2018 1110 Local time
Location:	Between the islands of Komodo and Banta
Latitude/Longitude:	ϕ 08°29,21'S λ 119°20,31' E
Ship operation and voyage	
Segment:	Open sea
Place on board:	Ship's bottom
Consequences:	Grounding on a reef, unseaworthy due to damage of the ship's bottom

Extract from Navigational Chart : Paulau Jailamu to Pulau Serbete, BA 2910



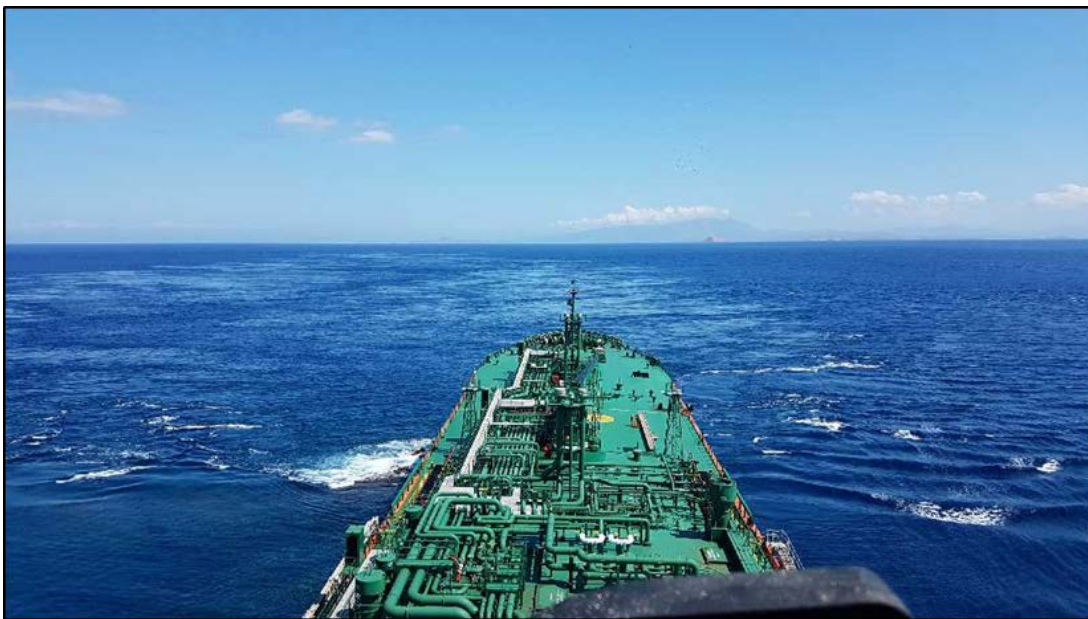
1.5 Shore authority involvement and emergency response

Agencies involved:	BSU
Resources used:	Tug on stand-bye
Actions taken:	Transferring of ballast water and cargo
Results achieved:	Ship manoeuvred clear

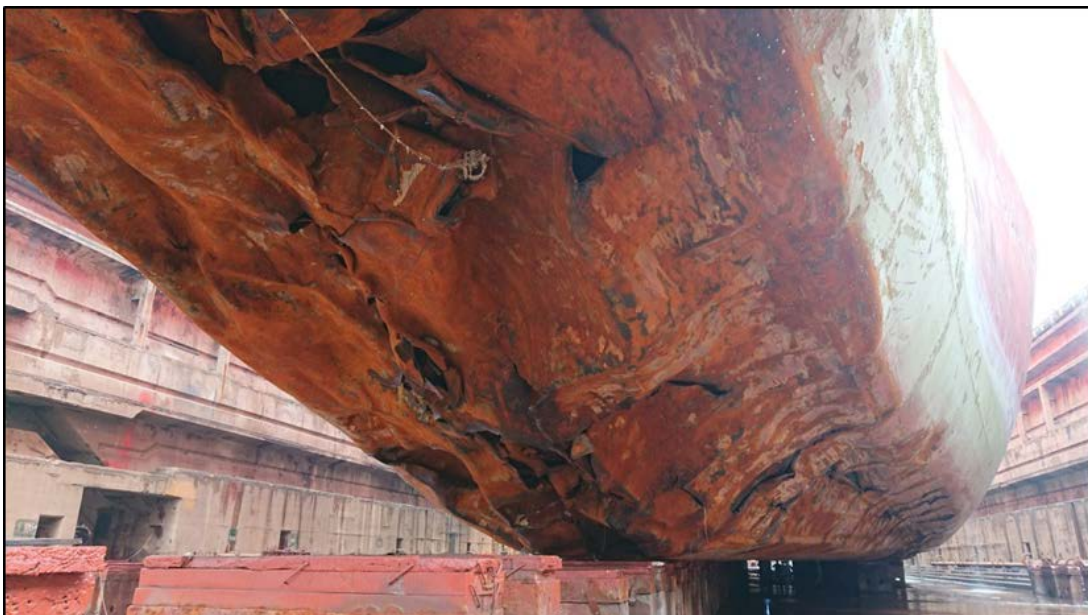
2 SUMMARY

At about 1110 local time on 9 July 2018, the German tank motor vessel PAZIFIK grounded on a shoal between the islands of *Komodo* and *Banta* on ϕ 08°29,21'S λ 119°20,31' E. The ship carried a cargo of 18,000 t ammonia. No cargo spilled since only the forepeak and ballast water tanks were damaged. At about 0850 local time on 11 July 2018 the PAZIFIK manoeuvred clear of the shoal by transferring cargo and ballast water and sailed to a repair yard in Singapore by her own power.

Approx. 50 m of the double bottom were renewed during the repair work and the rudder, which was damaged during the towing attempt, was repaired.

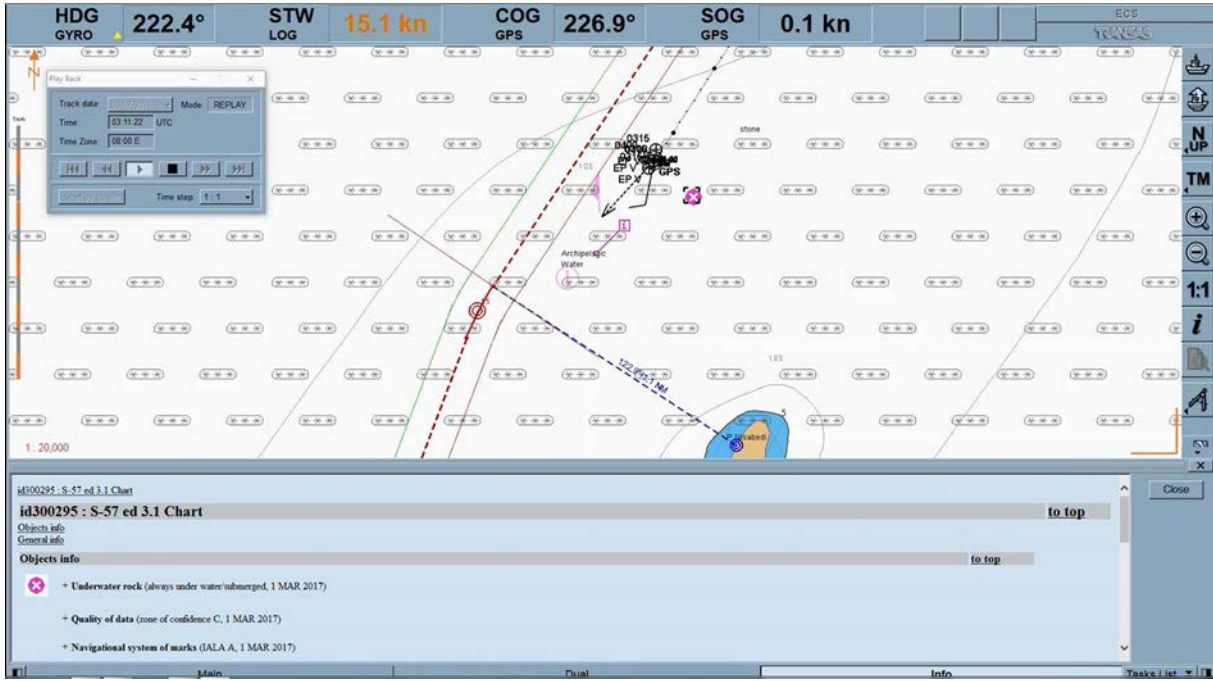


Shoal on port side and starboard side with rocks on the water surface



Damaged forepeak and ballast water tanks

On the day of the accident, the ship was navigated by a Transas Navilailor 4000 ECDIS and the ENC-nautical chart id 300295 ed.3.1 S-67. The shallow was not plotted in this nautical chart.



Scene of the accident on the electronic chart (on board)

On 9 July 2019, the ship's owner promptly notified the Federal Bureau of Maritime Casualty Investigation (BSU) of the accident and the BSU started the investigation immediately. A simulation at the Federal Maritime and Hydrographic Agency reconstructed the course of the ship. This confirmed that the shoal was not plotted. The BSU investigations focus on this issue. Meanwhile, the BSU has largely concluded the investigations.

Since 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 by issuing the aforementioned Interim Investigation Report.