



**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 very serious marine casualty 211/19**

**Collision**  
**of the traditional ship Nr. 5 ELBE and**  
**the container ship ASTROSPRINTER**  
**on the river Elbe on 8 June 2019**

**5 June 2020**

Ref 211/19.

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



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

Fax: +49 40 3190 8340  
[www.bsu-bund.de](http://www.bsu-bund.de)

## 1 Factual information

### 1.1 Ship photo ASTROSPRINTER



Figure 1: ASTROSPRINTER

### 1.2 Ship's particulars ASTROSPRINTER

Name of ship:	ASTROSPRINTER
Type of ship:	Container ship
Flag:	Cyprus
Port of registry:	Limassol
IMO number:	9349215
Call sign:	C4RJ2
Owner (according to Equasis):	Astromare Bereederungs-GmbH
Operator:	Astromare Bereederungs-GmbH
Year built:	2007
Shipyard:	IHDA Marine Service B.V.
Classification society:	Bureau Veritas
Length over all:	132.30 m
Breadth over all:	20.60 m
Draught (max):	7.30 m
Gross tonnage:	13.978
Deadweight:	9.593
Engine rating:	7.999 kW
Main engine:	MAK 8M43C
Speed:	17 knots
Hull material:	Steel
Construction of ship's hull:	n.a.
Minimum safe manning:	9

### 1.3 Voyage particulars ASTROSPRINTER

Port of departure:	Hamburg
Port of call:	Immingham (UK)
Type of voyage:	Merchant shipping International
Cargo:	Container
Crew:	11
Draught at the time of the accident:	Forward 6,60 m – aft : 6,90 m
Pilot on board:	Yes
Canal helmsman:	No
Passengers:	0

### 1.4 Ship's photo Nr. 5 ELBE



Figure 2: Pilot schooner Nr. 5 ELBE

### 1.5 Ship particulars Nr. 5 ELBE

Name of ship:	Nr. 5 ELBE
Type of ship:	Pilot schooner/Traditional ship
Flag:	German
Port of registry:	Hamburg
IMO number:	-
Call sign:	DANF
Operator:	Stiftung Hamburg Maritim (SHM)
Operator:	Stiftung Hamburg Maritim (SHM)
Year built:	1883

Shipyard:	H. C. Stülcken Hamburg Steinwerder
Classification society:	-
Length overall:	24.83 m
Breadth overall:	5.78 m
Draught (max.):	3 m
Gross tonnage:	52
Deadweight:	138 t
Engine rating:	2x 130 HP
Main engine:	2x Volvo Common Rail Diesel
Speed:	10 knots
Hull material:	Wood
Construction of ship's hull:	-
Minimum safe manning:	15

### 1.6 Voyage particulars Nr. 5 ELBE

Port of departure:	Hamburg
Port of call:	Hamburg
Type of voyage:	Other maritime shipping
	National
Cargo:	No cargo
Crew:	15
Draught at the time of the accident:	3 m
Pilot on board:	No
Canal helmsman:	No
Passengers:	28

### 1.7 Marine casualty or incident information / Incident in maritime shipping

Type of marine casualty:	VSMC Collision
Date/Time:	08/06/2019 1354
Scene of the accident:	Elbe, level with Stadersand
Latitude/Longitude:	$\phi$ 053°37,6'N $\lambda$ 009°32,3'E
Voyage section:	Harbor mode
Location on board:	Forecastle's of both ships
Consequences:	<p><b>ASTROSPRINTER:</b> Pain abrasions on starboard side forward, no injuries</p> <p><b>Nr. 5 ELBE:</b> Considerable damage through foundering, 8 injured people, minor environmental pollution</p>

Excerpt of navigational chart INT 1454,  
Federal Maritime and Hydrographic Agency (BSH)

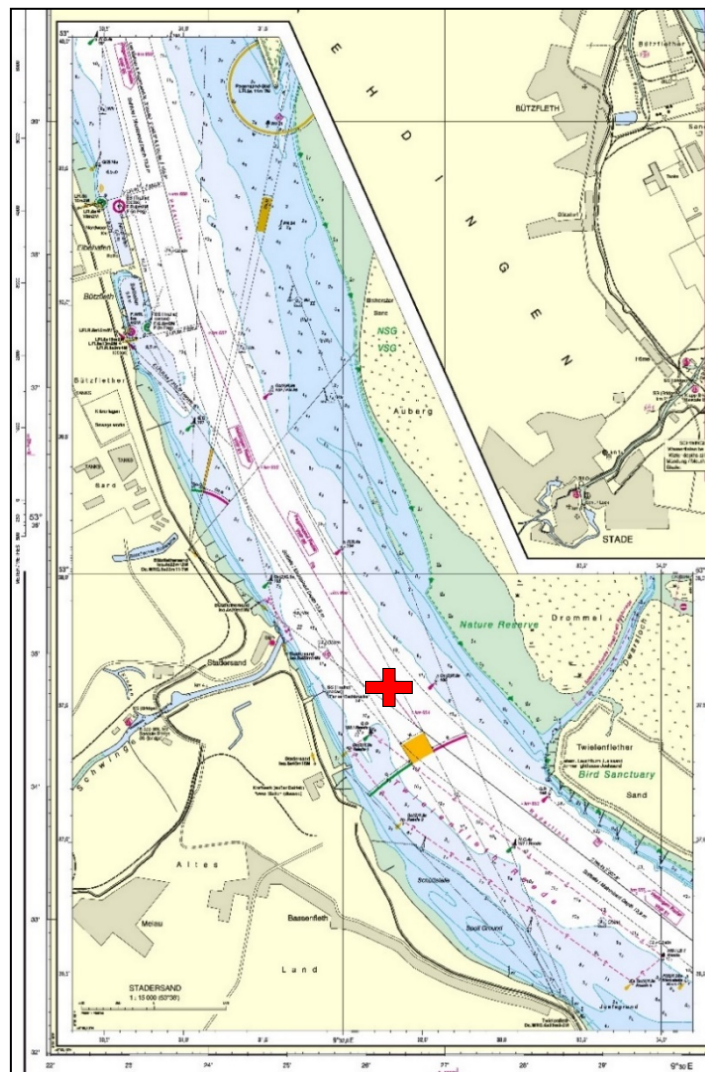


Figure 3: Scene of the accident

## 1.8 Shore authority involvement and emergency response

- Agencies involved:
- Rescue coordination centre Stade
  - German Life Saving Society (DLRG) Stade
  - Volunteer fire department Stade
- Resources used:
- Motor rescue boat „Kiek Ut“ and „Good Will“ of the DLRG local group Stade e.V. as well as the assistant fire boat “Henry Köpcke” of the volunteer fire department Stade
- Actions taken:
- Administering first aid to the injured on board the Nr. 5 ELBE
  - Use of the bilge pumps and towing by „Kiek UT“ to the Schwinge estuary
  - Recovery of all persons and further medical treatment
  - Securing of the foundering Nr. 5 ELBE and oil barriers

## 2 Summary

At 1354<sup>1</sup> on 8 June 2019, the Cyprus flagged container ship ASTROSPRINTER and the German traditional ship Nr. 5 ELBE collided on the river Elbe level with Stadersand. The sailing vessel had just turned to return to Hamburg, when two sails loosened. While the crew was engaged in regaining control over these sails, they failed to change the fairway side corresponding to their own direction of sailing. The Nr. 5 ELBE passed the oncoming HANNA closely and then collided with the ASTROSPRINTER.

On board the former pilot schooner, which was manned with 15 crewmembers and carried 28 passengers, eight people sustained predominantly minor injuries. In the further course of events, the Nr. 5 ELBE managed to reach the Schwinge estuary nearby under her own steam and with the assistance of the DLRG-boat KIEK UT, before she grounded shortly before the pier and foundered. Given the lucky circumstance that rescue teams of the volunteer fire department Stade and the DLRG were already at the scene and the fact that the ship was in sheltered waters, all people could be rescued on time.

The waterway police already notified the BSU investigator on duty at 1430. At that moment one of the most elaborated BSU investigations started. In addition to the standardised procedures such as the questioning of all of the higher-than-average number of witnesses in this case, the reading out and evaluation of electronic recordings (out of the VDR or from the VTS), many other issues were dealt with, for example such as aspects with respect to the traditional ship's construction.

Due to the extent of the investigation report and the Corona restrictions, the investigation report could not be published within the one-year term. However, the draft investigation report is concluded and in the consultation period until 24 June 2020. After the receipt of the statements, the BSU intends to publish the final investigation report in July/August 2020.

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<sup>1</sup> All times are, unless otherwise stated, local times UTC + 2 h = CEST