



Bundesstelle für Seeunfalluntersuchung
Federal Bureau of Maritime Casualty Investigation

Interim Investigation Report No 343/22

Serious marine casualty

Allision of the Kattwyk bridge by FAIRPLAY 82 on 21 July 2022

19 July 2023

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 the second sentence of 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 investigation 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 investigation 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 investigation report.

Issued by:
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1 FACTUAL INFORMATION

1.1 Photograph of the ship



Figure 1: FAIRPLAY 82¹

1.2 Ship particulars

Name of ship:	FAIRPLAY 82
Type of ship:	Port tug
Flag:	Germany
Port of registry:	Hamburg
IMO-number:	9693252
Call sign:	DIIH2
Owner (acc. to Equasis)	Fairplay Towage
Shipping company:	Bugsier-, Reederei- & Bergungs-GmbH & Co. KG
Year built:	2014
Shipyard:	Fassmer Lemwerder
Classification society:	Bureau Veritas
Length overall:	31.50 m
Breadth overall:	12.00 m
Draught (max)	6.20 m
Gross tonnage:	440

¹ Source: Shipping company.

Engine rating:	4498 kW
Main engine:	Schottel Tractor
Speed:	13 kt
Hull material:	steel
Minimum safe manning:	3

1.3 Voyage particulars

Port of departure:	Port of Hamburg, at the Moorburg power station
Port of call:	Hamburg
Type of voyage:	Merchant shipping National
Cargo information:	None
Manning:	3
Draught at the time of the accident	$d_f = 5,70$ m, $d_a = 5,80$ m
Pilot on board:	No

1.4 Marine casualty information

Type of marine casualty:	Serious marine casualty and allision of a bridge by a tug boat
Date/time:	21 July 2022 / 1817 hrs
Location:	Port of Hamburg, Kattwyk bridge
Latitude/Longitude:	$\Phi = 53^{\circ}29,4' N$, $\lambda = 009^{\circ}57,1' E$
Voyage segment:	Tug assistance concluded; Pilotage waters
Place on board:	Midships, wheelhouse
Consequences:	3 crewmembers slightly injured, Serious damage to the tug's wheelhouse

Section of Navigational Chart INT 1663, BSH

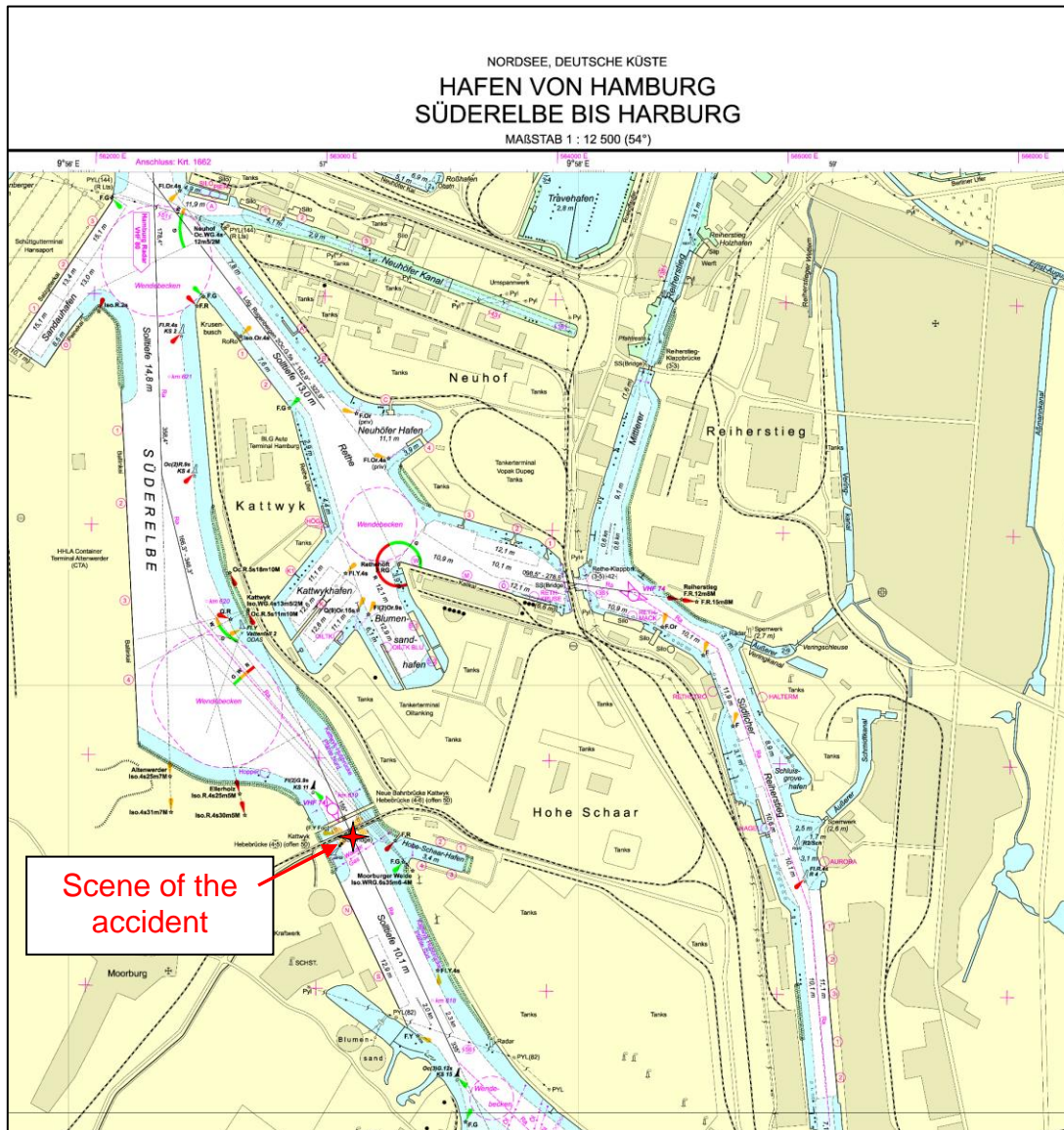


Figure 2: Navigational Chart with scene of the accident

1.5 Shore authority involvement and emergency response

Agencies involved:	Bridge master of the Kattwyk bridge, VTS Hamburg port, rescue forces
Resources used:	Tug FAIRPLAY 9 takes FAIRPLAY 82 alongside and tows FAIRPLAY 82 to the pier.
Actions taken:	First aid administered by requested ambulance, bridge closed to road and rail by order of bridge master

2 SUMMARY

On 21 July 2022, the seagoing vessel TANG LAND, assisted by the tugs FAIRPLAY 82, FAIRPLAY 9 and BUGSIER 9, shifted from the Norderelb mooring posts to Moorburg power station. At about 1730, the tug-and-tow passed the two open Kattwyk bridges in a south-easterly direction. After this passage, the lifting bridges were lowered again to allow rail and road traffic, respectively, to pass over them.

After the TANG LAND had berthed at the pier of Moorburg power station, the first tug to be released was FAIRPLAY 82. The tug left, picked up speed and sailed against the lowered, southern Old Kattwyk bridge with a speed of 6.5 knots. According to AIS, the collision, which caused severe damage to the wheelhouse, occurred at 1817. The people in the wheelhouse, the master and his chief engineer, managed to kneel down and protect themselves, so that they only sustained minor injuries. The third crewmember, a ship mechanic, was inside the superstructure and, due to the sudden jolt that went through the ship, fell down a staircase and subsequently also suffered minor injuries.

On the following day, a BSU team inspected the damages to the tug and spoke to the crew.

Figure 3 shows that the wheelhouse ceiling was torn off, completely pushed aft and tipped over. The control positions and control panels remained standing and were later covered with a tarpaulin by the crew.



Figure 3: Damage² of the FAIRPLAY 82

² Source: BSU.



Figure 4: The Kattwyk bridge, which was also lowered at the time of the accident³

The investigation into the accident has since been completed and the BSU is currently in the process of compiling the investigation report.

Because the one-year deadline for publication, set by the European Union and adopted as national law by the Federal Republic of Germany, cannot be met, the public is informed about the status of the investigations into this serious marine accident by means of the publication of an interim investigation report.

³ Source: Waterway Police Hamburg