

Investigation Report No. 342/13

Date: 20 October 2014

Serious marine casualty

Stability-related accident involving the MV ROSEBURG in the Kieler Förde on 5 November 2013

1 Summary

The Antigua & Barbuda flagged ship ROSEBURG arrived at the Kiel-Holtenau roadstead late afternoon on 5 November 2013. The ship left the port of Riga fully laden with timber three days earlier. The voyage passed without any incidents.

There were plans to anchor in the Kiel-Holtenau roadstead for an hour to carry out minor repairs in the engine room before starting the passage through Kiel Canal. While turning in the anchor position at 1653¹, the ROSEBURG suddenly listed to starboard. All the deck cargo started to slide, a reasonable number of lashing straps broke, and more than half the wood pallets fell overboard. This caused the ship to list briefly at up to 40°. Situated in the starboard wing, the chief mate was unable to keep his footing and also fell into the water. He held on to some floating timber until he was picked up by a pilot boat that had rushed to assist.

He was taken to hospital for observation but suffered no lasting injuries. The timber that fell overboard was recovered over the next few days but had to be declared cargo damage.

Since the ROSEBURG sailed under the flag of Antigua & Barbuda, a joint investigation was carried out with ADOMS IID². This concluded that a ship may not begin her voyage when she is overloaded and thus compromises the safety of her and her crew.

2 SAFETY RECOMMENDATION(S)

The following safety recommendations do not constitute a presumption of blame or liability in respect of type, number or sequence.

2.1 Ship's management, Sirius Shipman Ltd.

The Federal Bureau of Maritime Casualty Investigation and ADOMS IID recommend that the ship's management, Sirius Shipman Ltd., urge its ship's commands to comply with the procedures defined by the ship's management and the ISM Code by not taking any risks.

2.2 Ship's command of the MV ROSEBURG – stability

The Federal Bureau of Maritime Casualty Investigation and ADOMS IID recommend that the ship's command of the MV ROSEBURG desist from taking risks and give absolute priority to the safety of the ship. This includes, in particular, sufficient ship stability.

¹ Unless stated otherwise, all times shown in this report are local = UTC +1.

² ADOMS IID: Antigua & Barbuda Department of Marine Services and Merchant Shipping Inspection & Investigation Division.

2.3 Ship's command of the MV ROSEBURG – lashing

The Federal Bureau of Maritime Casualty Investigation and ADOMS IID recommend that the ship's command of the MV ROSEBURG desist from taking risks and give absolute priority to the safety of the ship. This includes secure cargo and a sufficiently intact lashing system in accordance with requirements.