

## **Investigation Report No. 266/14**

Date: 12 August 2015

Serious marine casualty

Foundering of PONTON 1 on 13 August 2014 north of Darßer Ort

### **1 Summary**

At about 0432<sup>1</sup> on 13 August 2014, the German-flagged tug BÖSCH and the PONTON 1 were proceeding from the Volkswerft shipyard in Stralsund to Rostock when the officer on watch noticed that the pushed PONTON 1 was developing a list to port.

He woke all of the other three crew members and the master reportedly sent the nautical officer and the seamen onto PONTON 1 to identify the cause of the list. No water ingress could be found, however.

The increasing list caused the mooring lines between the BÖSCH and the PONTON 1 to part shortly after.

Assistance was requested on VHF at 0455. The multipurpose ship ARKONA and rescue cruiser THEO FISCHER reached the pushed convoy about half an hour later. A joint attempt was made to tow the PONTON 1 into shallow water. It was no longer possible to put the plan to use bilge pumps into effect, as the PONTON 1 capsized at 0650 and then foundered at 0710.

The cargo was so well secured that it stayed in its position until the subsequent salvage of the PONTON 1 on 26 August 2014.

There were neither injuries nor environmental pollution. It was still possible to use the cargo and the PONTON 1 was returned to service after she was repaired.

### **2 SAFETY RECOMMENDATION(S)**

The following safety recommendations do not constitute a presumption of blame or liability.

#### **2.1 Robert Krebs KG GmbH & Co.**

The Federal Bureau of Maritime Casualty Investigation recommends that Robert Krebs KG GmbH & Co. encourage its ship's commands to ensure that the watertight integrity of their ships is always established.

#### **2.2 Ship's command of the BÖSCH**

The Federal Bureau of Maritime Casualty Investigation recommends that the ship's command of the BÖSCH maintain the watertight integrity of its tow at all times.

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<sup>1</sup> Unless stated otherwise, all times shown in this report are local = UTC + 2 (CEST).

### **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.