

Investigation Report No. 94/15

Date: 21 March 2016

Serious marine casualty

Collision between the SAINT GEORGE and a lock gate at Brunsbüttel on 20 March 2015

1 Summary

The Cyprus-flagged general cargo ship SAINT GEORGE was en route from Amsterdam to Lübeck via the Kiel Canal when she reached Brunsbüttel at about midday on 20 March 2015. Apart from the master and pilot, the bridge was manned by the third officer and a helmsman for the entry into the Neue Nordschleuse lock. The ship sailed into the lock chamber at low speed with engine stopped. When the SAINT GEORGE was supposed to be brought to a halt in the lock, she accelerated unexpectedly. Even though both anchors were dropped, a collision with the lock gate was unavoidable. Heavy material damage was caused to the ship and lock gate. There were neither injuries nor environmental pollution.

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 command of the SAINT GEORGE

The Federal Bureau of Maritime Casualty Investigation recommends that the ship's command of the SAINT GEORGE use the main engine order telegraph whenever possible. In the event of a fault, an inspection and repair should be carried out without undue delay.

2.2 Ship's management of the SAINT GEORGE

The Federal Bureau of Maritime Casualty Investigation recommends that the ship's management of the SAINT GEORGE modify the indicators for the propeller's speed and direction of rotation, so that the display conforms to the norm.

2.3 Ship's management of the SAINT GEORGE

The Federal Bureau of Maritime Casualty Investigation recommends that the ship's management of the SAINT GEORGE implement an appropriate retrofit on the VDR installed on board the ship, so as to ensure that the data required by the VDR performance standards are recorded at minimum.