

Investigation Report No. 189/14

Date: 24 February 2017

Serious marine casualty

Collision between the sailing vessel NOBILE and worksite craft WERKER in the Flensburg Firth on 30 May 2014

1 Summary

At 1425 on 30 May 2014, the German worksite craft WERKER collided with the German traditional sailing ship NOBILE in the Flensburg Firth in Danish territorial waters. Both vessels were sailing into the Flensburg Firth. Due to the prevailing westerly winds, the NOBILE tacked close to the wind. After tacking north of the Holnis Peninsula, the NOBILE approached the WERKER on northerly courses. The WERKER was following the fairway on westerly courses. Adequate measures to address the emerging risk of collision were not taken on either vessel. During the collision, the NOBILE's bow rammed the WERKER on her port side. The NOBILE's bowsprit struck an excavator parked on the deck of the WERKER and snapped. Due to a second impact abaft, the hull of the WERKER was damaged below the waterline and she took on water. The crew of the WERKER responded to this by grounding her on a shoal near the scene of the collision. After the collision, the NOBILE also anchored in the vicinity.

The collision did not give rise to injuries, meaning no intervention was required by the crew of the boat deployed by the DGzRS.

Initial enquiries on board the two vessels were carried out by officers from the waterway police (Flensburg District), who went to the scene in a Rigid Inflatable Boat (RIB).

The NOBILE was later able to continue her voyage to Flensburg. The WERKER returned to the port of Gelting.

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 Skipper of the NOBILE

The Federal Bureau of Maritime Casualty Investigation recommends that the skipper of the NOBILE carry out future voyages with more attentiveness and consideration, and comply with the requirements of the COLREGs to the fullest extent.

2.2 Operator of the NOBILE

The Federal Bureau of Maritime Casualty Investigation recommends that the operator of the NOBILE define specifically what facts should be entered in the logbook.

2.3 Skipper of the WERKER

The Federal Bureau of Maritime Casualty Investigation recommends that the skipper of the WERKER carry out future voyages with more attentiveness and comply with the requirements of the COLREGs to the fullest extent.

2.4 Operator of the WERKER

The Federal Bureau of Maritime Casualty Investigation recommends that the operator of the WERKER keep a logbook. Inter alia, it facilitates recording the course of the voyage when kept properly.

2.5 Skipper and operator of the WERKER

The Federal Bureau of Maritime Casualty Investigation recommends that the skipper and the operator of the WERKER observe the maximum area of operation arising from the skipper's certificate of proficiency and the vessel's approval documents.