

## **Investigation Report No. 439/16**

**Date: 29 November 2017**

**Serious marine casualty**

**Grounding of the CMV HANNI off Mühlenberger Loch in Hamburg  
on 4 December 2016**

### **1 Summary**

At 0628<sup>1</sup> on 4 December 2016, the German-flagged container ship HANNI ran aground off Mühlenberger Loch in Hamburg while sailing for Bremerhaven. The master and chief officer were on the bridge. An overspeed protection alarm was issued for the main engine at 0621. The main engine then stopped automatically. At 0623, the FINJA (a tanker) approached from the opposite direction on the Elbe fairway and it was just possible to avoid a collision with her by setting the rudder to hard to starboard. After the failure of the main engine, the HANNI drifted to the other side of the fairway in an arc toward her port side and ran aground within seven minutes. The main engine was operational again only one minute earlier and both anchors ready to drop. There were no injuries and no pollutants escaped. The unsuccessful first salvage attempt involving two tugs began at 0700 with the tide already running out. The second salvage attempt at 1830 on the next high tide was successful.

### **2 Safety Recommendations**

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

#### **2.1 Owner of the HANNI**

The Federal Bureau of Maritime Casualty Investigation recommends that the owner include the pickups and associated speed sensors in a periodic maintenance plan and/or wherever appropriate take the precaution of exchanging them on its ships in accordance with empirical values specified by the manufacturer.

#### **2.2 Owner of the HANNI**

The Federal Bureau of Maritime Casualty Investigation recommends that the owner revise the wheelhouse poster and the pilot card and supplement all queried data, as well as include the CPP's direction of rotation.

---

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

### **2.3 Master of the HANNI**

The Federal Bureau of Maritime Casualty Investigation recommends that the master change the underway watch schedule so that officers are not on watch for more than ten hours each day.

### **2.4 Engine manufacturer**

The Federal Bureau of Maritime Casualty Investigation recommends that MAN Diesel & Turbo SE configure the main engine's pickups for newly-built craft such that a plausibility check of the measurements is made between the sensors.