

Investigation Report No. 289/17

Date: 2 August 2018

Less serious marine casualty

Collision between the MV FINNSKY and the steam icebreaker STETTIN on the River Warnow on 12 August 2017

1 Summary

At about 0955 on 12 August 2017, the Finnish-flagged FINNSKY, sailing inbound on the River Warnow, collided with the outbound German steam icebreaker STETTIN (a traditional vessel) at buoy 43/SM2. The FINNSKY had turned on the turning basin (position in the fairway for turning) and sailed astern on the western side of the fairway to Berth 60. The STETTIN was also sailing on the western side of the fairway and attempted to pass the oncoming FINNSKY on her port side. This manoeuvre was not discussed with the ship's command of the FINNSKY. A course alteration to port by the STETTIN with hard-over rudder was ultimately no longer sufficient to prevent the two vessels from colliding. During the collision, the starboard side of the STETTIN crashed into the FINNSKY's aft deflector (the so-called ducktail).

The STETTIN suffered a gash above the waterline of about 2 m in length and 30 cm in height level with the boiler room. The FINNSKY's ducktail at the stern was slightly deformed on the port side and had a hole of 15 cm in length and 3 cm in height.

There were ten casualties on board the STETTIN. No pollutants escaped.

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 German Social Accident Insurance Institution for Commercial Transport, Postal Logistics and Telecommunication (BG Verkehr).

The Federal Bureau of Maritime Casualty Investigation recommends that the Ship Safety Division (BG Verkehr) withdraw the Safety Certificate for Traditional Vessels issued for the STETTIN.

2.2 Förderverein Eisbrecher Stettin e.V.

The Federal Bureau of Maritime Casualty Investigation recommends that the Förderverein Eisbrecher STETTIN e.V. amend its operating strategy for the STETTIN to the effect that Directive 2009/45/EC be complied with

2.3 Owner and operator of the FINNSKY

The Federal Bureau of Maritime Casualty Investigation recommends that the owner and operator equip the ferries operating on the River Warnow with a radar system installed aft to make monitoring traffic easier when sailing astern.

2.4 Ship's command of the FINNSKY

The Federal Bureau of Maritime Casualty Investigation recommends that the ship's command deploy a deck officer on the aft manoeuvring station when berthing and sailing astern on the River Warnow.